
Technical Report

ECONOMIC IMPACT OF AVIATION IN NEBRASKA

Prepared for:

NEBRASKA DEPARTMENT OF AERONAUTICS

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THE ECONOMIC IMPACT OF AVIATION IN NEBRASKA

Airports and aviation are essential elements of today's national economy and transportation system. They provide a quick, efficient, and safe method to move people and goods, and they improve the quality of life of every citizen. As important as the network of airports is to the nation's well-being, so too are airports to the economy of the State of Nebraska. The Nebraska Airport System provides an integral link to the rest of the country and the world, as well as serving as a significant source of transportation and economic stimulus within Nebraska.

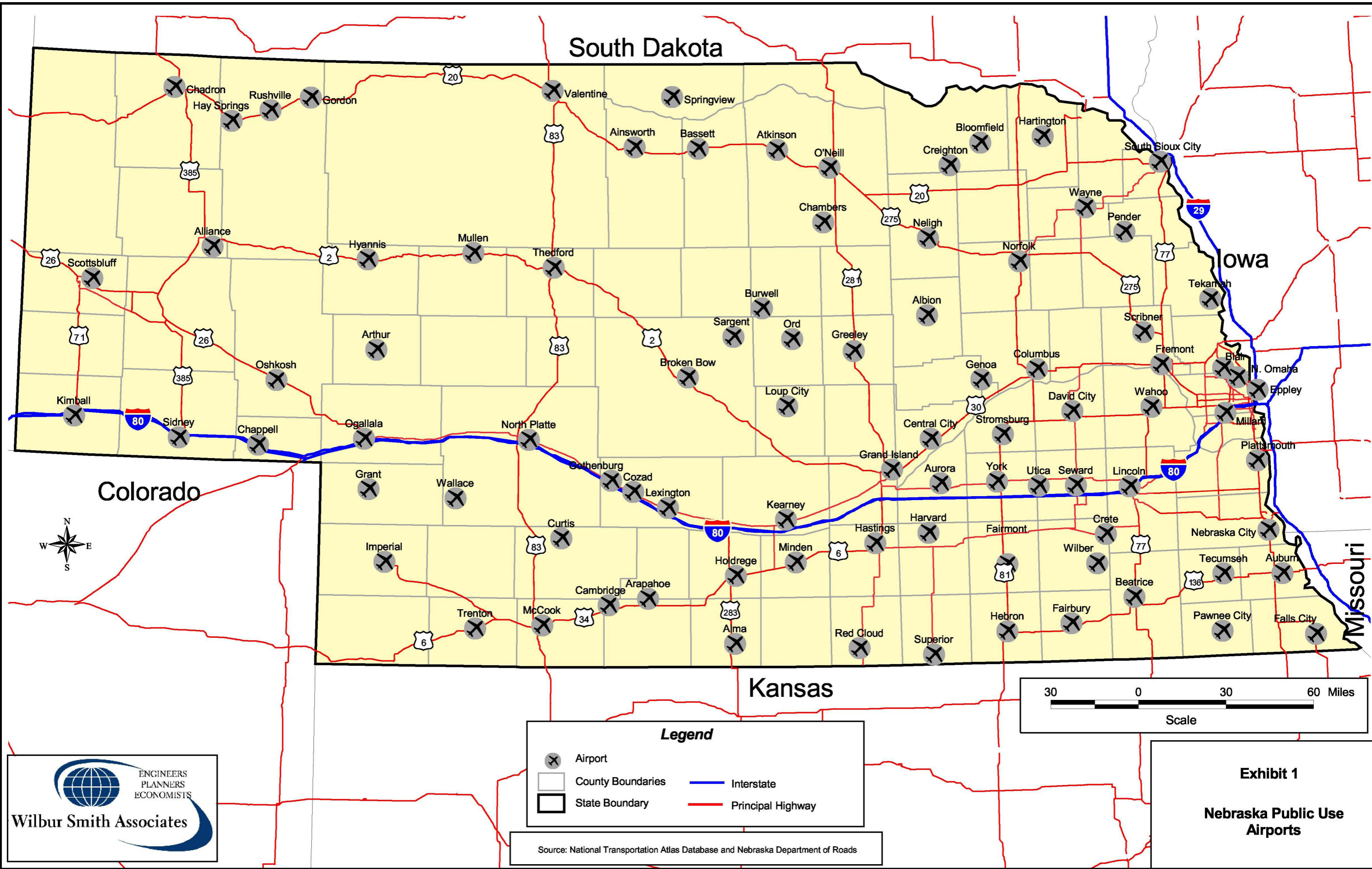
Nebraska airports are significant generators of revenues, wages, and jobs for the State. Not only do the airports themselves generate economic benefits, but also many other non-aviation employers who rely on the Nebraska Airport System to support their daily business activities also contribute to building the State's economy. While most people of Nebraska are quite familiar with large commercial airline airports in the State, such as Omaha's Eppley Field, many are less familiar with the State's other public-use airports. In order for citizens to more fully understand the relationship between Nebraska public-use airports and the statewide economy, an economic impact analysis was undertaken by the Nebraska Department of Aeronautics.

This study shows that many people, even beyond the immediate environs of each airport, derive significant economic benefits from the daily operation of the airport system. These groups include the commercial and industrial employers whose shipments arrive or depart via the airports; employees of businesses and corporations who base corporate aircraft at Nebraska airports; and quite significantly the tourism industry including hotels, restaurants and tourism related activities whose patrons use the general aviation airports to visit Nebraska tourism destinations.

The primary focus of this study is on the identifiable and quantifiable impacts to the State and local economies resulting from the 88 airports studied (see **Exhibit 1**). Another goal of this study was to evaluate some of the less-quantifiable benefits linked with aviation such as quality of life contributions including health, safety, recreation, education, and overall community support.

A detailed quantitative modeling effort was undertaken to quantify the economic impacts that occur as a result of on-airport activities (airlines, fixed base operators, flight schools, corporate flight departments, government, and various other business). In addition, benefits that are derived from the expenditures of visitors who arrive via scheduled service and general aviation aircraft are also quantified. These on-airport impacts and visitor expenditures support additional economic activity throughout Nebraska. As initial waves of activities associated with the airport system are released into Nebraska's economy, successive waves of employment, payroll, and economic benefit occur. These additional benefits are measured using sector-specific employment, payroll, and economic benefit multipliers.

Non-aviation businesses in Nebraska and their clients and suppliers use aviation in a wide variety of ways to support their daily operations in the State and to grow and expand their overall business activity. Quantifying the airport system's role in promoting overall business development and growth throughout the State is less precise. Nevertheless, when the benefits of an airport system are reviewed, these less tangible economic contributions must also be considered. Many businesses



South Dakota

Iowa

Colorado

Kansas

Missouri

Legend

- Airport
- County Boundaries
- State Boundary
- Interstate
- Principal Highway

Source: National Transportation Atlas Database and Nebraska Department of Roads

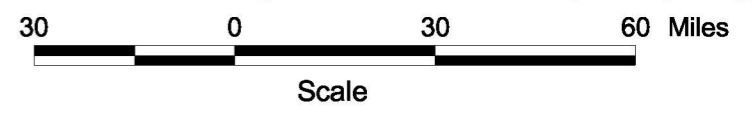


Exhibit 1

Nebraska Public Use Airports



indicate that the efficiency gained through their use of aviation allows their company to increase sales and productivity. These gains, in many cases, lead to increases in employment and overall economic activity. Quantifying these impacts is difficult; however, this study draws general conclusions regarding these additional impacts based on the results of a non-aviation business survey effort that included approximately 3,000 Nebraska businesses.

The economic impact analysis is presented in the following sections:

- ❑ *Nebraska Population and Employment*
- ❑ *Methodology*
- ❑ *Statewide Economic Impact of Airports*
- ❑ *Capital Improvement-Related Construction Impacts*
- ❑ *Property Tax Impacts*
- ❑ *Qualitative Airport Benefits*
- ❑ *Business Use of Nebraska Airports*
- ❑ *Economic Impacts of Off-Airport Aerial Applicators*
- ❑ *Economic Impacts by Airport*

1. NEBRASKA POPULATION AND EMPLOYMENT

In 1990, the U.S. Census placed the population of Nebraska at 1,578,417 residents. By 2000 the figure population had grown by 132,848 residents to 1,713,375. Natural increases (births exceeding deaths) contributed to the state's population growth, but a significant factor was international migration. Estimated Nebraska population (non-U.S. Census) for 2002 is 1,729,180 residents. **Table 1** identifies Nebraska population trends (1990-2000), by county.

Between 1990 and 2000, 52 of the State's 93 counties experienced an overall decline in population while 41 counties experienced a net increase in population. Counties experiencing population decline tended to have lower populations than those counties that gained residents. Only five counties that lost population between 1990 and 2000 had initial populations of over 10,000 residents. Fourteen counties grew at a rate equal to or greater than Nebraska's compounded annual growth rate (1990-2000) of 0.8 percent. The 1990 population of the 14 counties that exhibited greater growth over the 10-year period averaged over 67,200 residents, indicating that population growth is occurring in metropolitan areas.

According to the U.S. Census data for 2000, Douglas County was the most populated county in the State with nearly 465,000 residents. Arthur County had the smallest population with 442 residents. Dawson and Dakota Counties had the two largest population growth rates for all Nebraska counties during the 10-year period with both achieving a compounded annual growth rate of approximately 2 percent (2.0 and 1.9 percent respectively).

Exhibit 2 identifies population level per county in Nebraska. The Omaha and Lincoln metropolitan areas are the most heavily populated areas in the State. The north-central and western regions of Nebraska have the lowest population. The Interstate 80 corridor, which runs east-west through the south-central portions of the State, is moderately populated.

Table 1
Nebraska Economic Impact Study
NEBRASKA POPULATION GROWTH 1990-2000

County	1990	2000	Loss/Gain	County	1990	2000	Loss/Gain
Adams	29,639	31,170	5.2%	Jefferson	8,746	8,334	-4.7%
Antelope	7,942	7,444	-6.3%	Johnson	4,666	4,488	-3.8%
Arthur	468	442	-5.6%	Kearney	6,622	6,883	3.9%
Banner	860	824	-4.2%	Keith	8,578	8,854	3.2%
Blaine	662	582	-12.1%	Keya Paha	1,025	979	-4.5%
Boone	6,668	6,217	-6.8%	Kimball	4,071	4,062	-0.2%
Box Butte	13,116	12,115	-7.6%	Knox	9,546	9,344	-2.1%
Boyd	2,830	2,427	-14.2%	Lancaster	214,655	251,223	17.0%
Brown	3,656	3,521	-3.7%	Lincoln	32,511	34,652	6.6%
Buffalo	37,603	42,321	12.5%	Logan	872	771	-11.6%
Burt	7,880	7,795	-1.1%	Loup	680	713	4.9%
Butler	8,580	8,865	3.3%	McPherson	551	531	-3.6%
Cass	21,359	24,399	14.2%	Madison	32,709	35,171	7.5%
Cedar	10,130	9,584	-5.4%	Merrick	8,057	8,168	1.4%
Chase	4,404	4,048	-8.1%	Morrill	5,428	5,445	0.3%
Cherry	6,283	6,143	-2.2%	Nance	4,259	4,041	-5.1%
Cheyenne	9,488	9,832	3.6%	Nemaha	7,972	7,568	-5.1%
Clay	7,117	7,033	-1.2%	Nuckolls	5,762	5,026	-12.8%
Colfax	9,161	10,455	14.1%	Otoe	14,216	15,426	8.5%
Cuming	10,109	10,174	0.6%	Pawnee	3,306	3,083	-6.7%
Custer	12,277	11,797	-3.9%	Perkins	3,366	3,177	-5.6%
Dakota	16,829	20,285	20.5%	Phelps	9,701	9,740	0.4%
Dawes	8,972	9,027	0.6%	Pierce	7,815	7,849	0.4%
Dawson	20,032	24,437	22.0%	Platte	29,864	31,531	5.6%
Deuel	2,244	2,108	-6.1%	Polk	5,653	5,615	-0.7%
Dixon	6,148	6,319	2.8%	Red Willow	11,672	11,449	-1.9%
Dodge	34,499	36,234	5.0%	Richardson	9,963	9,511	-4.5%
Douglas	417,941	464,577	11.2%	Rock	2,009	1,759	-12.4%
Dundy	2,583	2,294	-11.2%	Saline	12,711	13,863	9.1%
Fillmore	7,088	6,619	-6.6%	Sarpy	103,024	123,191	19.6%
Franklin	3,932	3,548	-9.8%	Saunders	18,352	19,854	8.2%
Frontier	3,094	3,088	-0.2%	Scotts Bluff	35,992	36,990	2.8%
Furnas	5,530	5,303	-4.1%	Seward	15,489	16,529	6.7%
Gage	22,813	22,984	0.7%	Sheridan	6,690	6,177	-7.7%
Garden	2,452	2,281	-7.0%	Sherman	3,702	3,294	-11.0%
Garfield	2,148	1,895	-11.8%	Sioux	1,539	1,472	-4.4%
Gosper	1,928	2,143	11.2%	Stanton	6,282	6,426	2.3%
Grant	759	747	-1.6%	Thayer	6,610	6,045	-8.5%
Greeley	3,000	2,705	-9.8%	Thomas	850	734	-13.6%
Hall	49,118	53,514	8.9%	Thurston	6,934	7,184	3.6%
Hamilton	8,853	9,389	6.1%	Valley	5,169	4,647	-10.1%
Harlan	3,806	3,777	-0.8%	Washington	16,638	18,795	13.0%
Hayes	1,220	1,074	-12.0%	Wayne	9,375	9,801	4.5%
Hitchcock	3,744	3,102	-17.1%	Webster	4,276	4,054	-5.2%
Holt	12,577	11,493	-8.6%	Wheeler	947	885	-6.5%
Hooker	799	781	-2.3%	York	14,421	14,575	1.1%
Howard	6,043	6,554	8.5%				
Nebraska Total	1,581,660	1,713,375	8.3%				
US Total Population Growth:			13.1%				

Source: US Census Bureau

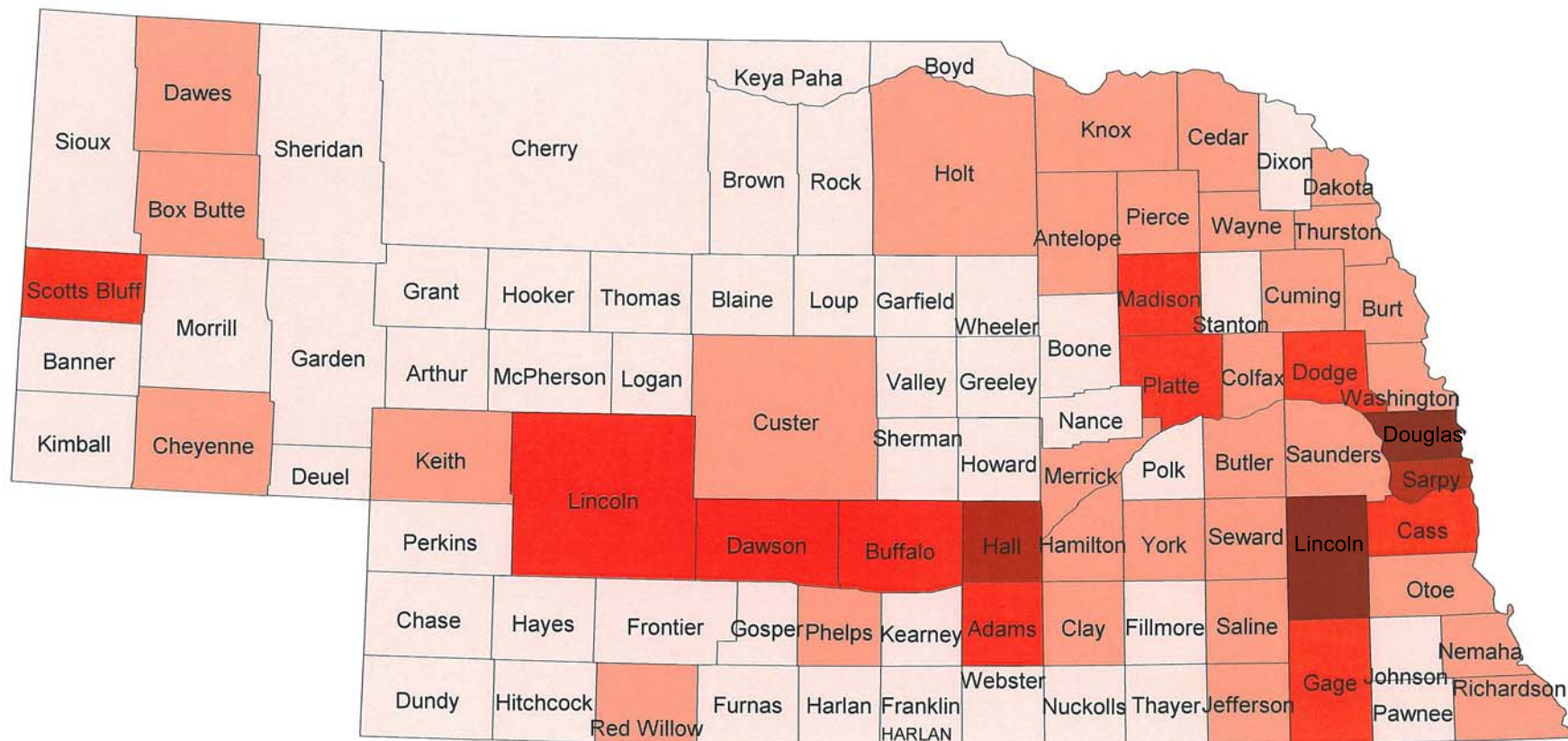
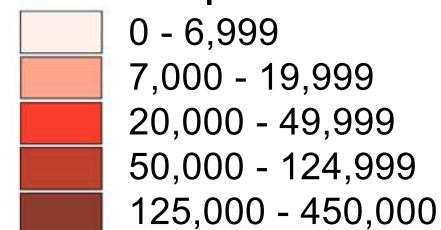


Exhibit 2 Nebraska Population Level By County

2000 Population Level



Economic Activity

Nebraska had a Gross State Product (GSP) over \$56.97 billion in 2001, ranking the State 37th overall in the country. The top industry contributors to Nebraska GSP are the following:

- Services
- Finance, Insurance and Real Estate
- Government
- Manufacturing
- Transportation & utilities
- Retail trade
- Business Services
- Wholesale trade

Cost of Living

In a quarterly community cost of living index compiled by American Chamber of Commerce Researchers Association (ACCRA), Nebraska's cost of living has generally been below the national average. In the first quarter of 2003, four Nebraska communities (Omaha, Lincoln, Grand Island and Hastings) in the survey averaged a composite index of 95.1 (a score of 100 is the national average). In individual cost of living sectors, all the Nebraska communities scored below the national average for health care. Omaha was also below the national average for grocery costs and housing costs; Lincoln was also below the average for grocery costs and utilities costs. The non-metropolitan communities of Grand Island and Hastings were below the average for housing costs and health care costs.¹

Employment

Services, retail trade, government and manufacturing sectors support the bulk of Nebraska employment. The 2002 employment numbers for these sectors are as follows:

- | | |
|-----------------|---------|
| • Services | 259,147 |
| • Retail Trade | 160,469 |
| • Manufacturing | 117,289 |
| • Government | 156,030 |

Nebraska has the second lowest unemployment rate among U.S. states (see **Table 2**). At the end of 2002, the State's workforce numbered over 910,000. The annual average Nebraska unemployment rate has been among the lowest in the nation for the last decade. Only neighboring South Dakota has a lower unemployment rate. The annual average Nebraska unemployment rate was 2.6 percent in 1997; 2.7 percent in 1998; 2.9 percent in 1999; 3.0 percent in 2000; 3.1 percent in 2001; and 3.2 percent in 2002; compared to 4.9 percent, 4.5 percent, 4.2 percent, 4.0 percent, 4.8 percent, and 5.7 percent overall in the United States.

¹ Nebraska Department of Economic Development, *Recent Nebraska Economic Trends*, June, 2003

Table 2
Nebraska Economic Impact Study
STATEWIDE UNEMPLOYMENT RATE AND RANK, 2002

State	Rank	Rate (%)	State	Rank	Rate (%)
Oregon	1	7.0	Florida	26	5.1
Alaska	2	6.8	Utah	27	5.1
Illinois	3	6.7	Indiana	28	5.0
Mississippi	4	6.7	Kentucky	29	4.9
Washington	5	6.7	Missouri	30	4.9
California	6	6.4	Wisconsin	31	4.9
Texas	7	6.2	New Hampshire	32	4.8
West Virginia	8	6.2	Georgia	33	4.6
District of Columbia	9	6.0	Kansas	34	4.6
North Carolina	10	6.0	Nevada	35	4.5
Louisiana	11	5.8	Tennessee	36	4.5
New Mexico	12	5.8	Montana	37	4.3
Arizona	13	5.7	Connecticut	38	4.2
New York	14	5.7	Maine	39	4.1
United States	0	5.7	Oklahoma	40	4.1
Alabama	15	5.6	Hawaii	41	4.0
Michigan	16	5.6	Iowa	42	4.0
Ohio	17	5.6	Delaware	43	3.9
Idaho	18	5.5	Maryland	44	3.9
New Jersey	19	5.5	Minnesota	45	3.9
South Carolina	20	5.5	Vermont	46	3.9
Pennsylvania	21	5.3	Wyoming	47	3.9
Colorado	22	5.2	Virginia	48	3.8
Massachusetts	23	5.2	North Dakota	49	3.7
Rhode Island	24	5.2	Nebraska	50	3.2
Arkansas	25	5.1	South Dakota	51	2.7

Source: U.S. Department of Labor, Bureau of Labor Statistics

Compensation

Average annual compensation for employed Nebraska residents in 2002 was nearly \$31,000. The employment sector with the highest average wage (\$36,660) was the Finance, Insurance and Real Estate sector. The Transportation and Public Utilities sector had the second highest average annual wage (\$36,167). Employees in the retail trade sector earned the lowest average annual wage in Nebraska (\$16,751).

Table 3
Nebraska Economic Impact Study
Non-Farm Employment and Wages, 2002

Occupational title	Estimated Employment	Mean Wage	Entry Wage	Expert Wage	Median Wage
Agriculture, forestry and fishing	5,760	\$25,126	\$15,213	\$30,083	\$20,728
Mining	1,230	\$31,579	\$20,449	\$37,144	\$31,974
Construction	44,015	\$34,049	\$20,322	\$40,913	\$29,878
Manufacturing	117,289	\$31,240	\$19,534	\$37,093	\$26,410
Transportation and public utilities	57,812	\$36,167	\$20,516	\$43,993	\$33,301
Wholesale Trade	52,458	\$32,788	\$17,605	\$40,379	\$26,651
Retail Trade	160,469	\$16,751	\$13,173	\$23,954	\$20,360
Finance, Insurance, and Real Estate	62,189	\$36,660	\$18,999	\$45,490	\$28,720
Services	259,147	\$32,536	\$16,276	\$40,667	\$25,210
Public Administration	156,030	\$35,512	\$19,705	\$43,415	\$32,321
Total all occupations	910,639	\$30,869	\$15,974	\$38,316	\$24,839

Source: Nebraska Office of Workforce Services Labor Market Information Center, Nebraska Department of Labor

2. METHODOLOGY

Aviation is an important factor influencing the continued growth and development of Nebraska's economy. The total economic impact or contribution of each airport in the State's system is quantified in this study in terms of employment, payroll, and output. The impacts generated by three aviation-dependent groups were measured as part of this study. These aviation-dependent groups are:

- ❑ *On-airport tenants*
- ❑ *Visitors traveling to/within Nebraska via commercial service airlines*
- ❑ *Visitors traveling to/within Nebraska via general aviation aircraft*

On-airport tenants and visitors who arrive in Nebraska via the State's airports are directly responsible for a significant percentage of the economic activity or benefits associated with the airport system. The qualitative health, welfare, and social benefits of Nebraska's airports are also identified and presented in this study.

The discussion of study approach is presented in two separate subsections, as follows:

- ❑ *The Economic Modeling Process*
- ❑ *Data Required for the Modeling Process*

A. The Economic Modeling Process

All economic impacts or benefits of the Nebraska airport system were calculated using an input-output model. The input-output model used in this study uses three impact categories to assess the economic benefits associated with on-airport tenants, commercial airline visitors, and general aviation visitors. These three categories are:

- **First-Round Impacts** – First round benefits include both direct and indirect impacts. Direct impacts are defined as those benefits that are associated with government agencies and businesses located on the airport. These businesses are directly related to the provision of aviation services. Direct impacts include the employment, payroll, and output related to businesses such as airlines, concessionaires, rental car operators, food and beverage providers, government employees, flight schools, fixed base operators (FBOs), and others. Direct impacts also include jobs, payroll and output as a result of on-airport construction activity.

Indirect impacts generally occur off-airport. These impacts are usually attributed to the spending of visitors who arrive in the State via a Nebraska airport. Spending by visitors supports jobs and payroll in service-related industries such as hotels/motels, restaurants, transportation, retail, and entertainment. For this analysis, visitor spending is classified as economic activity or output. It is notable that visitor spending on the aviation-related goods/services are not included in the visitor expenses, but are accounted for in the appropriate tenant's gross sales.

All first round impacts associated with individual airports in this study were identified through survey efforts.

- **Secondary Impacts** – Secondary impacts primarily consist of induced impacts. Induced impacts are those benefits that are the result of the recirculation of direct and indirect impacts within the economy. Recirculation of direct and indirect impacts within an economy is frequently referred to as the multiplier effect. For example, as an airport employee spends his or her salary for housing, food, or services, that spending circulates through the economy and leads to increases in associated spending, payroll, and employment throughout Nebraska.

For each wave of spending beyond the first round, a portion of the re-spending takes place outside the economic region being modeled (in this case, the State of Nebraska). Employment, payroll, and spending that take place outside Nebraska is considered economic leakage, and is, therefore, not reflected within the statewide multiplier.

- **Total Impacts** – Total impacts or benefits are the sum of all first-round and secondary economic activities at an airport or the airport system.

As noted, first-round and secondary impacts are combined to provide an estimate of total economic impact. Because secondary impacts are not as easily measured as first-round impacts, a reliable method of estimating secondary impacts must be employed. A leading method used to estimate secondary impacts is the input-output model.

The Impact Analysis for Planning (IMPLAN) input/output model was used to measure the multiplier effect and quantify secondary impacts in this study. An input-output model, in its most basic form, is a linear model that estimates purchases and sales between the various sectors of the economy. This modeling process is considered to be one of the leading methods currently available for estimating the total economic impact of an industry (in this case, an airport). The U.S. Forest

Service in cooperation with several other government agencies initially developed the IMPLAN system. It is now considered one of the standard methods for evaluating the economic contribution of public facilities and has been used to estimate economic impacts for individual airports and systems of airports throughout the country.

The IMPLAN model contains a large economic database that is used to generate input-output tables. It includes data from sources such as Dunn and Bradstreet, the U.S. Department of Commerce, and the U.S. Census Bureau. IMPLAN multipliers and data tables specific to Nebraska industrial sectors were obtained and used in this analysis. The IMPLAN input-output model used for this analysis requires direct impact estimates for three separate components of the economy. These categories are:

- **Employment** – *Employment is based on full-time equivalent (FTE) positions. In this analysis, fractions of full-time equivalent positions may be interpreted as part-time jobs.*
- **Payroll** – *Payroll is the annual salary paid to all workers.*
- **Output (Spending)** – *Output for on-airport tenants is typically assumed to be the sum of annual gross sales and average annual capital expenditures. While this assumption works well for profit-oriented tenants, it must be modified for government tenants, airlines, and visitor impacts as they relate to output. Government entities typically do not generate sales. While airlines do generate sales, the ticket revenue is usually transferred outside the area being modeled. In order to estimate the impact of these two important tenant-related activities, government and airline output is equated with the sum of payroll, operating expenditures, and average annual capital improvement outlays. For visitors using the airport, output is assumed to equal visitor expenditures.*

It is important to note that payroll and output should not be combined because elements of economic benefit related to payroll are also contained, to some extent, in the output estimate. Each of the three impact components (employment, payroll, and output) stands alone as a measure of an airport's total economic impact.

B. Data Required for the Modeling Process

A number of data collection efforts were undertaken to gather information related to actual economic activity occurring at Nebraska airports. The collected data were used as inputs in the modeling process to identify the total economic impact of Nebraska's system of airports. The following three groups were surveyed to obtain first-round impact data for the State:

- **On-Airport Tenants** – *This group includes airport tenants with employees, such as airlines, fixed-base operators (FBOs), flight schools, concessionaires, airport restaurants, and governmental agencies. It should be noted that governmental agencies include public airport sponsors, the Nebraska Department of Aeronautics, the Federal Aviation Administration, as well as various other State and Federal agencies.*
- **Commercial Airline Visitors** – *This group includes estimated non-local passengers (visitors) departing via commercial airlines at Nebraska's 10 airports with airline service. Average*

expenditures for these groups were identified through industry averages based on passenger surveys at commercial service airports throughout the United States.

- **General Aviation Visitors** – *Impacts from general aviation visitors are generated by non-local passengers arriving via private or corporate aircraft. For this analysis, general aviation visitors were assumed to be associated with that portion of each airport's itinerant general aviation activity that is truly transient (or visiting) in nature. First-round impacts for this group were identified using data collected from general aviation visitor surveys conducted in cooperation with the managers and/or FBOs at select Nebraska airports.*

All first-round on-airport impacts presented in this analysis were identified through data collected from Nebraska airports. IMPLAN multipliers were then applied to the first-round impacts to estimate all subsequent secondary economic impacts. By using actual survey data to estimate all first-round impacts, a high degree of confidence can be placed on the final results.

1. Data Collection

First-round impacts for each type of aviation-user including tenants, commercial airline visitors, general aviation visitors, and non-aviation businesses were identified through survey efforts. General aviation and commercial airline visitor analysis is based on data gathered for similar studies in Nebraska and in nearby states. This aspect of the analysis is important to ensure that final economic impact estimates are valid, since estimates of secondary impacts are driven by estimates of first-round impacts.

The methods used to collect information related to each group sampled in this analysis are discussed in the following sections. For the remainder of the analysis, it is important to note that some numbers may not add, due to rounding.

a. Airport Tenants

Airport sponsors/owners were contacted to provide names, mailing addresses, and telephone numbers for each airport tenant. All airport tenants having employees on Nebraska airports during 2002 were contacted to collect information regarding their economic activity. Surveys were then sent to each tenant and follow-up calls were made to ensure responses and to verify information on returned surveys. Airport tenants at each airport were grouped into several categories to aid in data interpolation. These categories include:

- *Local/State/Federal Government (this category includes airport management, city personnel, etc.)*
- *Passenger Airlines*
- *Air Cargo Airlines*
- *Concessionaires*
- *FBO/Flight Instruction/Aircraft Maintenance/Air Taxi*
- *Other*

The surveys sent to each airport tenant (including airport sponsors/managers) requested the following specific pieces of information:

- *Type of aviation activity conducted by the tenant*
- *Number of full-time and part-time employees employed by their business on the airport in 2002*
- *Total annual wages and benefits paid to their on-airport employees in 2002*
- *Amount paid by the business property taxes in 2002*
- *Total capital improvement expenditures by the business on the airport for each year 2000 through 2002*
- *Total operating expenses for the business at the airport (excluding payroll and capital improvements previously identified)*
- *Total gross sales (where applicable) by the business on the airport during 2000*

In addition, airport tenants were asked to identify any businesses that sub-lease property from them on the airport so that they could also be included in the analysis.

A 100 percent response rate was desired for the tenant survey; however, some tenants were unwilling to participate and others only provided portions of the requested information. Several rounds of follow-up telephone calls were made to non-responding tenants and to airport managers to obtain a 100 percent response rate for on-airport tenant employment. For tenants who did not supply complete information on payroll and output, estimates were developed for each using ratios of payroll per employee and output per employee developed from those Nebraska tenants who did respond to the survey. For example, average output per employee for all reporting FBOs at study airports was used to estimate the annual sales for an FBO not reporting total sales on the tenant survey.

Each tenant was grouped by their standard industrial classification (SIC) code based on the primary service or good they provide. This was done to facilitate subsequent IMPLAN modeling to estimate secondary impacts. The SIC is the most common sector-specific list used to describe industry types. For example, airlines, aircraft maintenance, flight schools, FBOs, air cargo, and corporate flight departments were combined in the air transportation SIC code.

b. Commercial Airline Visitors

Airline flights to and from Nebraska's airports provide access for thousands of business and pleasure-related visitors. Visitors using airline-served airports as a gateway to the State contribute to the economy through their expenditures for food, lodging, entertainment, transportation, retail sales, and other goods and services. Numerous service industries also benefit from the multiplier effects stemming from visitor spending. The spending patterns of commercial airline visitors to Nebraska were estimated based on the results of departing passenger surveys conducted at airports with airline service in nearby states, on industry averages and survey data collected for an economic study at Lincoln Municipal Airport.

During a typical passenger survey, departing passengers are interviewed prior to boarding and asked several questions. Departing passengers are first asked to indicate whether they are a resident of the airport area or a visitor. Those passengers who indicated that they are visitors to the area are then asked several questions to determine the following:

- *The purpose of their trip to the airport area (business, personal, military, or other)*

- *Duration of their stay*
- *Total expenditures during their stay in each of the following categories: lodging, food and beverage, rental car/limo/taxi, entertainment, retail, and other*
- *The total number of people that accounted for the expenditure estimates that they identified*

The following methodology was used to estimate commercial airline visitor impacts:

- *Enplanement data for 2002 were gathered from each airport with airline service. The ratio of local passengers to visitor passengers was assumed at 50 percent, and then applied to the annual enplanement data to determine the number of annual visitors using the airport.*
- *Average length of stay and average daily expenditures for visitors to each of the airports was based on industry averages and survey data collected for an economic study at Lincoln Municipal Airport. These estimates were applied to the estimate of the number of annual visitors to each airport to determine the total economic activity (or output) generated by airline passenger visitors at each airport on an annual basis.*
- *In order to estimate the employment associated with commercial airline visitor expenditures, Nebraska-specific employment ratios per one million dollars of visitor output were developed using the IMPLAN model. It was estimated that approximately 31 persons are employed in Nebraska as result of every \$1 million in commercial airline visitor output (spending). (Expenditures by general aviation visitors create 38 jobs per million dollars spent due to variations in expenditure ratios).*
- *In order to estimate the payroll impacts associated with employment generated by commercial airline visitors, average State wages for appropriate industry sectors were applied to the estimated number of employees. Most of the direct visitor expenditures take place in the hotel/motel, food/beverage, entertainment, retail, and transportation sectors. Based on data obtained from the U.S. Bureau of Labor Statistics, an average annual payroll of \$16,700 per employee in these job categories was assumed.*

For example, **Table 4** indicates that Central Nebraska Regional Airport reported a total of 5,434 enplanements during 2002. Based on the assumption that 50 percent of enplaning passengers are visitors, it was determined that 2,717 of the total enplanements were non-local travelers or visitors to the area. Each of these visitors spent an estimated \$102 per day during their trip. This information yields a total annual visitor expenditure estimate of nearly \$1.2 million. This expenditure is then equated with output. IMPLAN indicates that for every \$1 million of output in the hotel, food and beverage, retail, and entertainment industries, approximately 31 full time positions are created.

TABLE 4
Nebraska Economic Impact Study
ANNUAL COMMERCIAL AIRLINE VISITOR-RELATED EXPENDITURES

Associated City	Airport Name	2002		Annual Visitors	Visitor Days	Annual Visitor Expenditures
		Passenger Enplanements	Percent Visitor			
Alliance	Alliance Municipal	836	50%	418	1,756	\$179,100
Chadron	Chadron Municipal Airport	976	50%	488	2,050	\$209,100
Grand Island	Central Nebraska Regional	5,434	50%	2,717	11,411	\$1,164,000
Kearney	Kearney Municipal	4,923	50%	2,462	10,338	\$1,054,500
Lincoln	Lincoln Municipal	230,389	50%	115,195	483,817	\$49,349,300
McCook	McCook Municipal	1,719	50%	860	3,610	\$368,200
Norfolk	Karl Stefan Memorial Airport	1,243	50%	622	2,610	\$266,300
North Platte	North Platte Regional/Lee Bird Field	5,662	50%	2,831	11,890	\$1,212,800
Omaha	Eppeley Airfield	1,881,033	50%	940,517	3,950,169	\$402,917,300
Scottsbluff	W. Nebraska Regional/Heilig Field	8,540	50%	4,270	17,934	\$1,829,300
Nebraska Total		2,140,755	50%	1,070,378	4,495,586	\$458,549,900

Source: Wilbur Smith Associates, Inc. and Nebraska Department of Aeronautics data

Multiplying \$1.2 million by 31 yields an estimated 36 visitor-related jobs associated with this airport. Since most of these visitor-generated jobs are in the service and retail industries, multiplying the total number of visitor-created jobs by an average payroll of \$16,700 produces a total annual payroll impact of approximately \$601,200.

It should be noted that 2002 enplanement statistics reported in Table 4 represent all-time low traffic for most of Nebraska's airports. Preliminary data for the year of 2003 indicate significant increases in passenger traffic over 2002 levels.

c. General Aviation Visitors

The economic activity generated by general aviation visitors at airports throughout the State was identified through a transient pilot survey effort. During on-site airport visits surveys were left with FBOs and airport management representatives at 20 airports throughout Nebraska. It was requested that the surveys be distributed to transient pilots arriving at each airport. The survey requested information related to the following:

- *Number of travelers in the aircraft*
- *Type of aircraft operated by the pilot*
- *Purpose of the trip*
- *Length of stay*
- *Estimated expenditures during trip*

This survey effort was used to estimate general aviation visitors and their associated economic activity. Estimates of transient aircraft operations at each Nebraska airport were gathered from airport management surveys. Where estimates were not available, itinerant operations were taken from each airport's FAA 5010 form. By definition, true transient flights are assumed to have departed an airport at least 150 miles away from the destination airport.

Approximately one-third of all itinerant operations are considered true transient flights. Itinerant operations are defined as non-training flights or aircraft that enter or leave an airport's airspace. Estimates of itinerant operations were further refined to determine the number of true transient operations at each airport.

Based on survey data, the average general aviation visitor spends one day at a general aviation airport. Survey data also indicates that the average aircraft transported 3.3 persons per aircraft and that these visitors on average spend \$45 dollars per person per day on expenses other than aircraft-related expenses.

An example of how overall general aviation visitor impacts were calculated at study airports follows:

- *The number of itinerant general aviation arrivals was estimated using data obtained from airport management estimates, tower counts, FAA 5010 forms, and other sources. For example, if an airport estimates that it has 60,000 annual itinerant operations (including arrivals and departures), dividing 60,000 by two yields 30,000 annual itinerant arrivals.*
- *The number of itinerant arrivals performed by true transients is required to calculate visitor impacts; true transients are aircraft that have departed from an airport at least 150 nautical miles away. It is estimated by Aircraft Owners and Pilots Association that 33 percent of itinerant arrivals at general aviation airports are typically true transients. These true transient flights are equated with either business or pleasure visitors. Therefore, approximately 33 percent of 30,000 itinerant arrivals equal 10,000 true transient arrivals.*
- *The findings from transient pilot surveys regarding average number of aircraft occupants and average trip length were then applied to estimates of true transient arrivals to determine total general aviation visitor days at each airport. The average trip length at airports across the state averaged 1.0 days based on the travel patterns identified through transient pilot surveys. It is important to note that while some visitors will stay in the airport area for more than a day, many visitors using general aviation may stay for only a few hours.*
- *For this example, the 10,000 true transient arrivals yield the following number of total visitor days:*
 - *10,000 arrivals x 1.2 days x 3.3 persons/aircraft = 39,600 Total Visitor Days*
- *To calculate the impact these visitors have on the economy, it was necessary to estimate average expenditures per visitor, per day, for the airports. The typical visitor expenditure was then applied to the estimated number of visitor days to produce direct general aviation visitor expenditures (output). This expenditure figure is equated with direct visitor output:*
 - *39,600 days x \$45/person/day = \$1,782,000 of direct visitor output at the example airport*
- *To determine direct payroll and employment impacts, IMPLAN ratios based on \$1 million of output were used for each industry category. For example, ratios developed by the IMPLAN*

model indicate that for every \$1 million of direct general aviation visitor output, approximately 38 full-time positions in service/retail industries are created. Visitors using general aviation at this example airport would then support approximately 67.5 full-time positions. The average statewide salary for service/retail industries (\$16,700) is then applied to the estimate of employment to determine direct payroll impacts associated with general aviation visitors. For this example, visitor-related direct payroll is equal to \$1,127,250 (67.5 employees x \$16,700).

Table 5 and **Table 6** present the estimated general aviation visitor impacts for each of the study airports.

2. Impact Multipliers

First-round impacts associated with system airports were estimated through the detailed survey process previously explained. Employment, payroll, and output impacts derived from the on-airport tenant surveys, commercial airline visitor surveys, and general aviation transient pilot surveys represent the first-round impacts identified in this study. As these first-round impacts are introduced into the economy, they circulate among other sectors of the economy, creating successive waves of additional spending. This phenomenon is referred to as the multiplier effect. Multiplier effects are referred to in this study as secondary impacts.

Multiplier effects arise from various interdependencies within an economic system. For example, the operation of an airport requires inputs in the form of supplies, equipment, and maintenance. These inputs generate a boost in sales for those firms or businesses providing these products. Moreover, these goods and services themselves require inputs for their production. The process continues as a large number of impacts ripple through the economy. The total requirement for goods and services is a multiple of the direct needs of the Nebraska airports; hence they are referred to using the term “multiplier.”

Multipliers for all secondary impacts were derived from the IMPLAN model. The multipliers that were used in this analysis were developed specifically to measure economic impacts in the State of Nebraska. Individual multipliers must be used for each sector of the economy being modeled. As previously mentioned, individual IMPLAN multipliers were developed for various SIC codes. The SIC is the most commonly used sector-specific list used to develop multipliers. Those SICs used for modeling on-airport and visitor impacts in this study are depicted in **Table 7**.

While these SIC groups do not cover all on-airport tenant and arriving visitor impact categories, they do provide a representative average for generating multipliers. For example, government expenditures at the airports were grouped into engineering services and various types of construction SIC codes. Commercial airline and general aviation visitor expenditures were grouped in retail sales, auto rental, hotel/motel, and food/beverage SIC codes.

The multipliers presented in **Table 7** were used to estimate secondary impacts in this analysis. For example, \$100 in direct expenditures (output) in the air transportation sector creates secondary output impacts equivalent to \$51.30.

Although actual survey data for tenants were used for estimating direct output, it was not possible to obtain actual direct payroll and employment figures resulting from visitor activities. The IMPLAN model, however, provides multipliers that calculate these important employment impacts based on estimates of visitor output.

TABLE 5
ANNUAL AIRCRAFT OPERATIONS

Associated City	Airport Name	Total Ops	Itinerant Operations	Intinerant Arrivals	Estimated True Transient Arrivals
National Airports					
Alliance	Alliance Municipal	15,000	6,000	3,000	990
Chadron	Chadron Municipal Airport	4,250	2,000	1,000	330
Grand Island	Central Nebraska Regional	42,624	11,400	5,700	1,881
Kearney	Kearney Municipal	33,300	17,125	8,563	2,826
Lincoln	Lincoln Municipal	105,827	41,679	20,840	6,877
McCook	McCook Municipal	17,800	9,000	4,500	1,485
Norfolk	Karl Stefan Memorial Airport	28,990	11,000	5,500	1,815
North Platte	North Platte Regional/Lee Bird Field	32,814	18,000	9,000	2,970
Omaha	Eppley Airfield	143,973	42,096	21,048	6,946
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	30,300	13,000	6,500	2,145
Beatrice	Beatrice Municipal	10,058	4,724	2,362	779
Columbus	Columbus Municipal	15,000	9,000	4,500	1,485
Fremont	Fremont Municipal	20,150	6,200	3,100	1,023
Hastings	Hastings Municipal	19,000	10,000	5,000	1,650
Plattsmouth	Plattsmouth Municipal	15,800	9,500	4,750	1,568
Sidney	Sidney Municipal	10,800	8,000	4,000	1,320
Valentine	Miller Field	2,434	1,026	513	169
York	York Municipal	10,050	3,500	1,750	578
National Airports Subtotal		558,170	223,250	111,625	36,836
Regional Airports					
Ainsworth	Ainsworth Municipal	3,550	2,500	1,250	413
Albion	Albion Municipal	5,100	1,000	500	165
Blair	Blair Municipal	14,100	900	450	149
Broken Bow	Broken Bow Municipal	7,162	1,100	550	182
Crete	Crete Municipal	18,050	2,200	1,100	363
Falls City	Brenner Field	6,504	2,700	1,350	446
Gordon	Gordon Municipal	4,400	2,000	1,000	330
Holdrege	Brewster Field	10,100	2,700	1,350	446
Imperial	Imperial Municipal	9,700	1,200	600	198
Kimball	Kimball Municipal/Robert E. Arraj Field	6,540	1,600	800	264
Lexington	Jim Kelly Field	10,340	2,000	1,000	330
Nebraska City	Nebraska City Municipal	4,250	1,350	675	223
Neligh	Antelope Co.	5,100	2,300	1,150	380
Ogallala	Searle Field	4,713	3,090	1,545	510
Omaha	Omaha-Millard	71,575	32,400	16,200	5,346
O'Neill	The O'Neill Municipal/John Baker Field	7,440	3,600	1,800	594
Ord	Evelyn Sharp Field	7,900	2,300	1,150	380
Seward	Seward Municipal	12,150	3,250	1,625	536
Superior	Superior Municipal	5,500	500	250	83
Wahoo	Wahoo Municipal	13,150	3,000	1,500	495
Wayne	Wayne Municipal	36,000	1,000	500	165
Regional Airports Subtotal		263,324	72,690	36,345	11,994

TABLE 5 (Cont.)
ANNUAL AIRCRAFT OPERATIONS

Associated City	Airport Name	Total Ops	Itinerant Operations	Intinerant Arrivals	Estimated True Transient Arrivals
Local Airports					
Atkinson	Stuart-Atkinson Municipal	3,000	1,000	500	165
Auburn	Farington Field	2,350	800	400	132
Aurora	Aurora Municipal	15,325	4,750	2,375	784
Cambridge	Cambridge Municipal	6,500	1,250	625	206
Central City	Central City	4,360	1,740	870	287
Cozad	Cozad Municipal	9,062	2,350	1,175	388
Creighton	Creighton Municipal	2,200	200	100	33
Curtis	Curtis Municipal	6,050	550	275	91
David City	David City Municipal	2,200	500	250	83
Fairbury	Fairbury Municipal	7,250	500	250	83
Fairmont	Fairmont State	1,930	220	110	36
Grant	Grant Municipal	5,800	800	400	132
Hartington	Hartington Municipal	6,750	800	400	132
Hebron	Hebron Municipal	3,176	600	300	99
Hyannis	Grant County	1,825	125	63	21
Loup City	Loup City Municipal	1,550	350	175	58
Minden	Pioneer Village Field	7,100	1,600	800	264
Omaha	Omaha-North	12,250	1,250	625	206
Oshkosh	Garden County	5,820	2,300	1,150	380
Red Cloud	Red Cloud Municipal	1,910	400	200	66
Scribner	Scribner State	2,600	500	250	83
South Sioux City	Martin Field	24,400	6,900	3,450	1,139
Tekamah	Tekamah	27,020	8,000	4,000	1,320
Thedford	Thomas Co.	6,250	100	50	17
Wallace	Wallace Municipal	28,149	11,550	5,775	1,906
Local Airports Subtotal		194,827	49,135	24,568	8,107
Limited Airports					
Other Airports	Other Airports	51,650	13,157	6,579	2,171
Limited Airports Subtotal		51,650	13,157	6,579	2,171
Total		1,067,971	358,232	179,116	59,108

Source: Wilbur Smith Associates, Inc., & FAA Form 5010 data

Other airports include: Alma Municipal, Arapahoe Municipal, Arthur, Basset/Rock County, Bloomfield Municipal, Burwell/Cram Field, Chambers/Perkins Memorial, Chappell/Billy G. Ray Field, Genoa Municipal, Gothenburg/Quinn Field, Greeley Municipal, Harrison SkyRanch, Harvard State, Hay Springs Municipal, Mullen/Hooker County, Pawnee City Municipal, Pender Municipal, Rushville/Modisett Field, Sargent Municipal, Springview Municipal, Stromsberg Municipal, Tecumseh, Trenton Municipal, Utica/Flying V, & Wilber Municipal

TABLE 6
ANNUAL GENERAL AVIATION VISITOR EXPENDITURES

Associated City	Airport Name	Estimated True Transient Arrivals	Annual Visitors	Total Annual Days Stayed	Annual Visitor Expenditure
National Airports					
Alliance	Alliance Municipal	990	3,267	3,920	\$176,400
Chadron	Chadron Municipal Airport	330	1,089	1,307	\$58,800
Grand Island	Central Nebraska Regional	1,881	6,207	7,449	\$335,200
Kearney	Kearney Municipal	2,826	9,325	11,189	\$503,500
Lincoln	Lincoln Municipal	6,877	22,694	27,233	\$1,225,500
McCook	McCook Municipal	1,485	4,901	5,881	\$264,600
Norfolk	Karl Stefan Memorial Airport	1,815	5,990	7,187	\$323,400
North Platte	North Platte Regional/Lee Bird Field	2,970	9,801	11,761	\$529,300
Omaha	Eppley Airfield	6,946	22,921	27,506	\$1,237,700
Scottsbluff	Western Nebraska Regional/William B. Heilig Field	2,145	7,079	8,494	\$382,200
Beatrice	Beatrice Municipal	779	2,572	3,087	\$138,900
Columbus	Columbus Municipal	1,485	4,901	5,881	\$264,600
Fremont	Fremont Municipal	1,023	3,376	4,051	\$182,300
Hastings	Hastings Municipal	1,650	5,445	6,534	\$294,000
Plattsmouth	Plattsmouth Municipal	1,568	5,173	6,207	\$279,300
Sidney	Sidney Municipal	1,320	4,356	5,227	\$486,100
Valentine	Miller Field	169	559	670	\$30,200
York	York Municipal	578	1,906	2,287	\$102,900
Subtotal		36,836	121,560	145,872	\$6,814,900
Regional Airports					
Ainsworth	Ainsworth Municipal	413	1,361	1,634	\$73,500
Albion	Albion Municipal	165	545	653	\$29,400
Blair	Blair Municipal	149	490	588	\$26,500
Broken Bow	Broken Bow Municipal	182	599	719	\$32,300
Crete	Crete Municipal	363	1,198	1,437	\$64,700
Falls City	Brenner Field	446	1,470	1,764	\$79,400
Gordon	Gordon Municipal	330	1,089	1,307	\$58,800
Holdrege	Brewster Field	446	1,470	1,764	\$79,400
Imperial	Imperial Municipal	198	653	784	\$35,300
Kimball	Kimball Municipal/Robert E. Arraj Field	264	871	1,045	\$47,000
Lexington	Jim Kelly Field	330	1,089	1,307	\$58,800
Nebraska City	Nebraska City Municipal	223	735	882	\$39,700
Neligh	Antelope Co.	380	1,252	1,503	\$67,600
Ogallala	Searle Field	510	1,683	2,019	\$90,900
Omaha	Omaha-Millard	5,346	17,642	21,170	\$952,700
O'Neill	The O'Neill Municipal/John Baker Field	594	1,960	2,352	\$105,900
Ord	Evelyn Sharp Field	380	1,252	1,503	\$67,600
Seward	Seward Municipal	536	1,770	2,124	\$95,600
Superior	Superior Municipal	83	272	327	\$14,700
Wahoo	Wahoo Municipal	495	1,634	1,960	\$88,200
Wayne	Wayne Municipal	165	545	653	\$29,400
Subtotal		11,994	39,580	47,496	\$2,137,400

TABLE 6 (Cont.)
ANNUAL GENERAL AVIATION VISITOR EXPENDITURES

Associated City	Airport Name	Estimated True Transient Arrivals	Annual Visitors	Total Annual Days Stayed	Annual Visitor Expenditure
Local Airports					
Atkinson	Stuart-Atkinson Municipal	165	545	653	\$29,400
Auburn	Farington Field	132	436	523	\$23,500
Aurora	Aurora Municipal	784	2,586	3,104	\$139,700
Cambridge	Cambridge Municipal	206	681	817	\$36,800
Central City	Central City	287	947	1,137	\$51,200
Cozad	Cozad Municipal	388	1,280	1,535	\$69,100
Creighton	Creighton Municipal	33	109	131	\$5,900
Curtis	Curtis Municipal	91	299	359	\$16,200
David City	David City Municipal	83	272	327	\$14,700
Fairbury	Fairbury Municipal	83	272	327	\$14,700
Fairmont	Fairmont State	36	120	144	\$6,500
Grant	Grant Municipal	132	436	523	\$23,500
Hartington	Hartington Municipal	132	436	523	\$23,500
Hebron	Hebron Municipal	99	327	392	\$17,600
Hyannis	Grant County	21	68	82	\$3,700
Loup City	Loup City Municipal	58	191	229	\$10,300
Minden	Pioneer Village Field	264	871	1045	\$47,000
Omaha	Omaha-North	206	681	817	\$36,800
Oshkosh	Garden County	380	1,252	1,503	\$67,600
Red Cloud	Red Cloud Municipal	66	218	261	\$11,800
Scribner	Scribner State	83	272	327	\$14,700
South Sioux City	Martin Field	1,139	3,757	4,508	\$202,900
Tekamah	Tekamah	1,320	4,356	5,227	\$235,200
Thedford	Thomas Co.	17	54	65	\$2,900
Wallace	Wallace Municipal	1,906	6,289	7,547	\$339,600
Subtotal		8,107	26,754	32,105	\$1,444,800
Limited Airports					
Other Airports	Other Airports	363	1,198	1,437	\$387,000
Subtotal		363	1,198	1,437	\$387,000
Total		57,300	189,091	226,909	\$10,784,100

Source: Wilbur Smith Associates, Inc., & FAA Form 5010 data

3. Data Presentation

In the 2000 Nebraska State Airport System Plan (NASP) each airport was ranked to determine the demand for aviation. This ranking process led to the development of four aviation demand classifications. Based on discussion with the Department of Aeronautics, the following definitions were drafted for the four airport classifications:

National – maintains a consistent and contributing role in enabling the local, regional, and statewide economy to have access to and from the national and worldwide economy

Regional – maintains a contributing role in supporting the local and regional economies and connecting it to the State and National economies

Local – maintains a supplemental contributing role for the local economy

Limited – maintains a limited contributing role for the local economy

Table 7
IMPLAN MULTIPLIERS

Standard Industrial Classification	Total Employment Multiplier	Total Payroll Multiplier	Total Output Multiplier
Aviation Related Tenants ¹	1.755	1.510	1.513
Concessions ²	1.378	1.640	1.629
Construction ³	2.308	1.746	1.702
Government Tenants ⁴	1.396	1.302	1.542
Commercial Airline Visitor ⁵	1.400	1.638	1.605
General Aviation Visitor ⁶	1.292	1.572	1.607

Source: Nebraska IMPLAN Input-Output Tables

- 1) Air Transportation multipliers are the weighted average of the Air Transportation and Aircraft Maintenance industries.
- 2) Concessions multipliers are the weighted average of the Food/Drink, Retail and Personal Services industries.
- 3) Construction multipliers are the weighted average of New Government Facility construction and Engineering industries.
- 4) Government multipliers are the weighted average of the New Industrial & Commercial Construction, Maintenance and Repair, and Engineering and Architecture industries.
- 5) Commercial Airline Visitor multipliers are the weighted average of the Hotel, Food/Drink, Retail Trade and Automobile Rental industries.
- 6) General Aviation Visitor multipliers are the weighted average of the Hotel, Food/Drink, Retail Trade and Automobile Rental industries.

Results of the economic impact analysis for this study are presented in tables and grouped by the four airport classifications developed in the NASP. It should be noted that all airports with airline service are in the National classification. Aviation economic activity that pertains to airports with airline service is identified in separate tables.

It should be noted that the two largest airports in the State, Eppley Field in Omaha and Lincoln Municipal, comprise over 90 percent of the State's airport-related economic output.

3. STATEWIDE ECONOMIC IMPACT OF AVIATION

An extensive network of public-use airports is available to accommodate Nebraska's air travel needs. These airports contribute jobs, payroll and output to the economy. Each system airport was surveyed to estimate expenditure and employment levels that affect the economy. Most of the airports have on-airport tenants that are engaged in aviation-related activity whose impacts were included in this analysis. Impacts from air traveler visitors using general aviation and commercial service aircraft were also assessed.

During 2002, it was estimated that there were over 970,000 general aviation aircraft operations at Nebraska's airports. In 2002, there were over 2.1 million airline enplanements at Nebraska's airports. Based upon industry averages and surveys, it was estimated that there were nearly 1.1

million visitors to the State in 2002 that used Nebraska's airline-served airports.

While many of the air traveler visitors to Nebraska use commercial airline airports, a significant number of visitors arrive via private and business general aviation aircraft. It is estimated that over 195,000 visitors (representing nearly 234,100 visitor days) arrived via general aviation aircraft. These visitors create direct jobs and payroll in the State's economy through their expenditures.

A. Employment Impacts

This study's findings indicate that airports in Nebraska are an important source of jobs. Employment, as defined in this analysis, is based on "Full-Time Equivalent" (FTE) estimates where two part-time employees equal one full-time employee. Employment impacts are calculated for both on-airport tenants and visitors.

1. Tenant Employment

Table 8 lists the total number of jobs generated by on-airport aviation-related tenants at each study airport. The direct jobs comprise those people who are engaged in the provision of aviation services on the airport. In total, there were 4,543 on-airport jobs created directly by the operation of Nebraska's airports in 2002. It is important to note that this employment estimate does not include additional jobs associated with non-aviation businesses, which for various reasons are located on an airport. For instance, some airports have on-site businesses that are not related to airport facilities in any way. Employment of non-aviation businesses is not included in this employment estimate.

Secondary impacts are those jobs that are created by the multiplier effects stemming from the direct jobs associated with Nebraska's airport tenants. For example, an employee of a fuel distributor may owe a portion of his job to an airport since the distributor sells fuel to the airport's FBO. As a result of on-airport tenant activity, additional secondary employment is created. Secondary impacts associated with the day-to-day operation of Nebraska's airports add 2,733 full-time positions to the economy. When direct and secondary employment is considered, Nebraska's airport tenants contributed 7,276 jobs to Nebraska's employment base in 2002. Of this total, over 6,900 jobs are associated with Nebraska's National airports and nearly 300 jobs are associated with Regional, Local and Limited airports.

TABLE 8
ON-AIRPORT TENANT EMPLOYMENT

Associated City	Airport Name	First Round Employment	Secondary Employment	Total Employment
National Airports				
Alliance	Alliance Municipal	16	10	26
Chadron	Chadron Municipal Airport	11	7	18
Grand Island	Central Nebraska Regional	113	72	185
Kearney	Kearney Municipal	46	28	74
Lincoln	Lincoln Municipal	2,119	1,302	3,421
McCook	McCook Municipal	16	11	27
Norfolk	Karl Stefan Memorial Airport	18	11	29
North Platte	North Platte Regional/Lee Bird	80	40	119
Omaha	Eppley Field	1,774	1,032	2,807
Scottsbluff	Western Nebraska Regional	41	22	63
Beatrice	Beatrice Municipal	11	6	16
Columbus	Columbus Municipal	46	22	68
Fremont	Fremont Municipal Airport	8	4	12
Hastings	Hastings Municipal	6	3	8
Plattsmouth	Plattsmouth Municipal	5	3	8
Sidney	Sidney Municipal	16	11	27
Valentine	Miller Field	5	3	8
York	York Municipal	6	4	10
National Airports Subtotal		4,334	2,591	6,926
Regional Airports				
Ainsworth	Ainsworth Municipal	2	1	3
Albion	Albion Municipal	0	0	0
Blair	Blair Municipal	0	0	0
Broken Bow	Broken Bow Municipal	7	5	12
Crete	Crete Municipal	5	3	8
Falls City	Brenner Field	2	2	4
Gordon	Gordon Municipal	4	2	6
Holdrege	Brewster Field	15	11	26
Imperial	Imperial Municipal	5	3	8
Kimball	Kimball Municipal	12	8	20
Lexington	Jim Kelly	7	5	11
Nebraska City	Nebraska City Municipal	3	2	5
Neligh	Antelope County	2	1	3
Ogallala	Searle Field	8	4	12
Omaha	Omaha-Millard Field	26	19	44
O'Neill	O'Neill Municipal/John Baker Field	3	2	5
Ord	Evelyn Sharp Field	1	0	1
Seward	Seward Municipal	3	2	5
Superior	Superior Municipal	5	3	8
Wahoo	Wahoo Municipal	3	2	5
Wayne	Wayne Municipal	3	2	5
Regional Airports Subtotal		113	78	191

**TABLE 8 (Cont.)
ON-AIRPORT TENANT EMPLOYMENT**

Associated City	Airport Name	First Round Employment	Secondary Employment	Total Employment
Local Airports				
Atkinson	Atkinson Municipal	8	5	13
Auburn	Farington Field	1	0	1
Aurora	Aurora Municipal	10	7	17
Cambridge	Cambridge Municipal	1	1	2
Central City	Central City	13	8	21
Cozad	Cozad Municipal Airport	7	5	12
Creighton	Creighton Municipal	1	0	1
Curtis	Curtis Municipal	2	1	3
David City	David City Municipal	4	2	6
Fairbury	Fairbury Municipal	3	2	4
Fairmont	Fairmont State	1	0	1
Grant	Grant Municipal	6	5	11
Hartington	Hartington Municipal	0	0	0
Hebron	Hebron Municipal	0	0	0
Hyannis	Grant County Airport	1	0	1
Loup City	Loup City Municipal	1	1	2
Minden	Pioneer Village Field	4	2	6
Omaha	Omaha-North	11	8	19
Oshkosh	Garden County Airport	1	1	2
Red Cloud	Red Cloud Municipal	0	0	0
Scribner	Scribner State	1	0	1
South Sioux City	Martin Field	3	1	3
Tekamah	Tekamah	5	3	8
Thedford	Thomas Co.	0	0	0
Wallace	Wallace Municipal	0	0	0
Local Airports Subtotal		79	53	132
Limited Airports				
Other Airports	Other Airports	17	10	27
Limited Airports Subtotal		17	10	27
Total		4,543	2,733	7,276

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

2. Commercial Airline Visitor Employment

Visitors to the State arriving via a commercial airline airport typically spend money, thereby helping to support additional employment. **Table 9** identifies the number of Nebraska employees supported by visitors arriving by airlines at the 10 commercial airline airports. As previously discussed, it is possible to calculate the number of visitors and, subsequently, the number of jobs supported by these visitors. These direct jobs are attributed to a variety of sectors, however, the majority of these jobs are in the hotel/motel, restaurant, recreational and entertainment, and retail sectors. As a result of calendar year 2002 commercial airline visitor expenditures, there were over 14,300 full-time positions supported in the State.

Secondary impacts include those jobs that exist due to continued circulation of commercial airline visitor expenditures within the Nebraska economy. Secondary impacts resulted in over 5,700 additional full-time positions supported by the spending of commercial airline visitors. When calendar year 2002 direct and secondary visitor-related employment impacts are combined, nearly 20,100 jobs can be attributed to commercial airline visitors to Nebraska.

TABLE 9
COMMERCIAL AIRLINE VISITOR-RELATED EMPLOYMENT

Associated City	Airport Name	First Round Employment	Secondary Employment	Total Employment
Commercial Airline Airports				
Alliance	Alliance Municipal	6	2	8
Chadron	Chadron Municipal Airport	7	3	10
Grand Island	Central Nebraska Regional	36	14	50
Kearney	Kearney Municipal	33	13	46
Lincoln	Lincoln Municipal	1,544	618	2,162
McCook	McCook Municipal	12	5	17
Norfolk	Karl Stefan Memorial Airport	8	3	11
North Platte	North Platte Regional/Lee Bird	38	15	53
Omaha	Eppley Field	12,605	5,047	17,652
Scottsbluff	Western Nebraska Regional	57	23	80
Total		14,346	5,743	20,089

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

3. General Aviation Visitor Employment

Similar to visitors using airline service, intra- and inter-state visitors using general aviation aircraft typically spend money when visiting another area, thereby helping to support additional employment. **Table 10** identifies the number of Nebraska employees supported by visitors arriving by general aviation aircraft. As previously discussed, it is possible to calculate the number of visitors and, subsequently, the number of jobs supported by these visitors. These direct jobs are attributed to a variety of sectors; however, the majority of these jobs are in the hotel/motel, restaurant, recreational and entertainment, and retail sectors. As a result of calendar year 2002 general aviation visitor expenditures, there were approximately 405 additional full-time positions supported in Nebraska.

TABLE 10
GENERAL AVIATION VISITOR-RELATED EMPLOYMENT

Associated City	Airport Name	First Round Employment	Secondary Employment	Total Employment
National Airports				
Alliance	Alliance Municipal	7	2	9
Beatrice	Beatrice Municipal	5	2	7
Chadron	Chadron Municipal Airport	2	1	3
Columbus	Columbus Municipal	10	3	13
Fremont	Fremont Municipal Airport	7	2	9
Grand Island	Central Nebraska Regional	8	2	10
Hastings	Hastings Municipal	11	3	15
Kearney	Kearney Municipal	19	6	25
Lincoln	Lincoln Municipal	47	14	60
McCook	McCook Municipal	10	3	13
Norfolk	Karl Stefan Memorial Airport	12	4	16
North Platte	North Platte Regional/Lee Bird	20	6	26
Omaha	Eppley Field	47	14	61
Plattsmouth	Plattsmouth Municipal	11	3	14
Scottsbluff	Western Nebraska Regional	15	4	19
Sidney	Sidney Municipal	18	5	24
Valentine	Miller Field	1	0	1
York	York Municipal	4	1	5
National Airports Subtotal		253	74	327
Regional Airports				
Ainsworth	Ainsworth Municipal	3	1	4
Albion	Albion Municipal	1	0	1
Blair	Blair Municipal	1	0	1
Broken Bow	Broken Bow Municipal	1	0	2
Crete	Crete Municipal	3	1	3
Falls City	Brenner Field	3	1	4
Gordon	Gordon Municipal	2	1	3
Holdrege	Brewster Field	3	1	4
Imperial	Imperial Municipal	1	0	2
Kimball	Kimball Municipal	2	1	2
Lexington	Jim Kelly	2	1	3
Nebraska City	Nebraska City Municipal	2	0	2
Neligh	Antelope County	3	1	3
Ogallala	Searle Field	3	1	4
Omaha	Omaha-Millard Field	36	11	47
O'Neill	O'Neill Municipal/John Baker Field	4	1	5
Ord	Evelyn Sharp Field	3	1	3
Seward	Seward Municipal	4	1	5
Superior	Superior Municipal	1	0	1
Wahoo	Wahoo Municipal	3	1	4
Wayne	Wayne Municipal	1	0	1
Regional Airports Subtotal		81	24	105

TABLE 10
GENERAL AVIATION VISITOR-RELATED EMPLOYMENT

Associated City	Airport Name	First Round Employment	Secondary Employment	Total Employment
Local Airports				
Atkinson	Atkinson Municipal	1	0	1
Auburn	Farington Field	1	0	1
Aurora	Aurora Municipal	5	2	7
Cambridge	Cambridge Municipal	1	0	2
Central City	Central City	2	1	3
Cozad	Cozad Municipal Airport	3	1	3
Creighton	Creighton Municipal	0	0	0
Curtis	Curtis Municipal	1	0	1
David City	David City Municipal	1	0	1
Fairbury	Fairbury Municipal	1	0	1
Fairmont	Fairmont State	0	0	0
Grant	Grant Municipal	1	0	1
Hartington	Hartington Municipal	1	0	1
Hebron	Hebron Municipal	1	0	1
Hyannis	Grant County Airport	0	0	0
Loup City	Loup City Municipal	0	0	1
Minden	Pioneer Village Field	3	1	4
Omaha	Omaha-North	1	0	2
Oshkosh	Garden County Airport	3	1	3
Red Cloud	Red Cloud Municipal	0	0	1
Scribner	Scribner State	1	0	1
South Sioux City	Martin Field	8	2	10
Tekamah	Tekamah	9	3	12
Thedford	Thomas Co.	0	0	0
Wallace	Wallace Municipal	13	4	17
Local Airports Subtotal		56	17	73
Limited Airports				
Other Airports	Other Airports	15	4	19
Subtotal		15	4	19
Total		405	119	524

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Secondary impacts include those jobs that exist due to continued circulation of visitor expenditures within the Nebraska economy. Secondary impacts resulted in 119 additional full-time positions. When calendar year 2002 direct and secondary visitor-related employment impacts are combined, approximately 524 jobs can be attributed to visitors using general aviation in Nebraska. Of this total, 327 jobs are associated with Nebraska's National airports and 197 jobs are associated with Regional, Local, and Limited airports.

4. Total Employment

Table 11 identifies the total number of employees whose jobs are directly related to activities at the airports in the State. As a result of on-airport tenants and visitors using airline service and general aviation airports, there are over 19,300 employees directly related to Nebraska's system of airports.

The multiplier effect added nearly 8,600 additional jobs. In total, 27,900 jobs are attributable to Nebraska's airports. Of this total, over 27,300 jobs are attributable to the State's National airports and almost 550 jobs to Regional, Local, and Limited airports.

TABLE 11
TOTAL EMPLOYMENT

Associated City	Airport Name	First Round Employment	Secondary Employment	Total Employment
National Airports				
Alliance	Alliance Municipal	29	15	44
Chadron	Chadron Municipal Airport	20	11	31
Grand Island	Central Nebraska Regional	157	88	245
Kearney	Kearney Municipal	98	47	144
Lincoln	Lincoln Municipal	3,710	1,934	5,643
McCook	McCook Municipal	38	18	56
Norfolk	Karl Stefan Memorial Airport	38	18	57
North Platte	North Platte Regional/Lee Bird	138	61	199
Omaha	Eppeley Field	14,426	6,093	20,519
Scottsbluff	Western Nebraska Regional	113	49	161
Beatrice	Beatrice Municipal	16	7	23
Columbus	Columbus Municipal	56	25	81
Fremont	Fremont Municipal Airport	15	6	20
Hastings	Hastings Municipal	17	6	23
Plattsmouth	Plattsmouth Municipal	15	6	22
Sidney	Sidney Municipal	34	17	51
Valentine	Miller Field	6	4	9
York	York Municipal	10	5	15
National Airports Subtotal		18,934	8,409	27,343
Regional Airports				
Ainsworth	Ainsworth Municipal	5	2	6
Albion	Albion Municipal	1	0	1
Blair	Blair Municipal	1	0	1
Broken Bow	Broken Bow Municipal	8	6	14
Crete	Crete Municipal	7	4	11
Falls City	Brenner Field	5	2	7
Gordon	Gordon Municipal	6	3	9
Holdrege	Brewster Field	18	12	30
Imperial	Imperial Municipal	6	4	10
Kimball	Kimball Municipal	13	9	22
Lexington	Jim Kelly	9	5	14
Nebraska City	Nebraska City Municipal	4	2	6
Neligh	Antelope County	5	2	7
Ogallala	Searle Field	11	5	16
Omaha	Omaha-Millard Field	62	29	91
O'Neill	O'Neill Municipal/John Baker Field	7	3	10
Ord	Evelyn Sharp Field	4	1	5
Seward	Seward Municipal	7	3	10
Superior	Superior Municipal	5	4	9
Wahoo	Wahoo Municipal	6	3	10
Wayne	Wayne Municipal	4	3	7
Regional Airports Subtotal		193	102	295

TABLE 11 (Cont.)
TOTAL EMPLOYMENT

Associated City	Airport Name	First Round Employment	Secondary Employment	Total Employment
Local Airports				
Atkinson	Atkinson Municipal	9	5	14
Auburn	Farington Field	1	0	2
Aurora	Aurora Municipal	15	9	24
Cambridge	Cambridge Municipal	2	1	4
Central City	Central City	14	9	23
Cozad	Cozad Municipal Airport	10	6	15
Creighton	Creighton Municipal	1	0	2
Curtis	Curtis Municipal	2	1	3
David City	David City Municipal	4	2	6
Fairbury	Fairbury Municipal	3	2	5
Fairmont	Fairmont State	1	0	2
Grant	Grant Municipal	7	5	12
Hartington	Hartington Municipal	1	0	1
Hebron	Hebron Municipal	1	0	1
Hyannis	Grant County Airport	1	0	1
Loup City	Loup City Municipal	1	1	2
Minden	Pioneer Village Field	7	3	10
Omaha	Omaha-North	12	8	21
Oshkosh	Garden County Airport	4	1	5
Red Cloud	Red Cloud Municipal	0	0	1
Scribner	Scribner State	2	1	2
South Sioux City	Martin Field	10	3	13
Tekamah	Tekamah	13	6	19
Thedford	Thomas Co.	0	0	0
Wallace	Wallace Municipal	13	4	17
Local Airports Subtotal		135	70	205
Limited Airports				
Other Airports	Other Airports	32	14	46
Limited Airports Subtotal		32	14	46
Total		19,293	8,595	27,888

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

B. Payroll Impacts

Employment supported by tenants on, and visitors to, Nebraska's airports results in payroll expenditures being introduced in the statewide economy. Payroll impacts related to the previously identified employment benefits were calculated for on-airport tenants, commercial airline visitors, and general aviation visitors using the airports in Nebraska.

1. Tenant Payroll

Table 12 identifies the payroll associated with tenants at each of Nebraska's airports. In 2002, total direct statewide payroll impacts were nearly \$167.3 million. This direct spending ripples throughout the economy creating secondary payroll impacts that can be measured through the use of the IMPLAN model. As in the previous example, a fuel distributor employee owes a portion of his payroll to the sale of fuel at the local airport. This secondary payroll impact related to tenants at

TABLE 12
ON-AIRPORT TENANT PAYROLL

Associated City	Airport Name	First Round Payroll	Secondary Payroll	Total Payroll
National Airports				
Alliance	Alliance Municipal	\$432,800	\$187,400	\$620,200
Beatrice	Beatrice Municipal	\$252,100	\$100,300	\$352,400
Chadron	Chadron Municipal Airport	\$286,400	\$125,400	\$411,800
Columbus	Columbus Municipal	\$2,494,100	\$877,500	\$3,371,600
Fremont	Fremont Municipal Airport	\$209,700	\$79,200	\$288,900
Grand Island	Central Nebraska Regional	\$3,752,500	\$1,675,700	\$5,428,200
Hastings	Hastings Municipal	\$59,700	\$25,600	\$85,300
Kearney	Kearney Municipal	\$1,373,200	\$595,600	\$1,968,800
Lincoln	Lincoln Municipal	\$90,063,900	\$39,431,500	\$129,495,400
McCook	McCook Municipal	\$535,000	\$245,900	\$780,900
Norfolk	Karl Stefan Memorial Airport	\$501,600	\$210,500	\$712,100
North Platte	North Platte Regional/Lee Bird	\$3,049,700	\$1,214,800	\$4,264,500
Omaha	Eppley Field	\$57,272,400	\$26,751,000	\$84,023,400
Plattsmouth	Plattsmouth Municipal	--Confidential--		
Scottsbluff	Western Nebraska Regional	\$1,291,900	\$535,700	\$1,827,600
Sidney	Sidney Municipal	\$462,800	\$233,800	\$696,600
Valentine	Valentine/Miller Field	\$98,100	\$49,900	\$148,000
York	York Municipal	\$149,600	\$64,200	\$213,800
National Airports Subtotal		\$162,375,800	\$72,450,300	\$234,826,100
Regional Airports				
Ainsworth	Ainsworth Municipal	\$36,000	\$10,900	\$46,900
Albion	Albion Municipal	\$0	\$0	\$0
Blair	Blair Municipal	\$0	\$0	\$0
Broken Bow	Broken Bow Municipal	\$178,200	\$91,400	\$269,600
Crete	Crete Municipal	\$65,800	\$33,700	\$99,500
Falls City	Falls City/ Brenner Field	--Confidential--		
Gordon	Gordon Municipal	\$89,800	\$43,800	\$133,600
Holdrege	Brewster Field	\$358,200	\$178,600	\$536,800
Imperial	Imperial Municipal	\$115,000	\$59,000	\$174,000
Kimball	Kimball Municipal	\$298,900	\$152,100	\$451,000
Lexington	Lexington/Jim Kelly	\$179,500	\$87,500	\$267,000
Nebraska City	Nebraska City Municipal	--Confidential--		
Neligh	Neligh/Antelope Co.	\$55,800	\$22,100	\$77,900
Ogallala	Searle Field	\$377,000	\$118,100	\$495,100
Omaha	Omaha-Millard Field	\$533,200	\$260,600	\$793,800
O'Neill	O'Neill Municipal/John Baker Field	\$92,200	\$40,800	\$133,000
Ord	Ord/Evelyn Sharp Field	\$23,000	\$7,000	\$30,000
Seward	Seward Municipal	--Confidential--		
Superior	Superior Municipal	\$63,500	\$32,600	\$96,100
Wahoo	Wahoo Municipal	\$71,200	\$36,500	\$107,700
Wayne	Wayne Municipal	--Confidential--		
Regional Airports Subtotal		\$2,675,800	\$1,243,700	\$3,919,500

TABLE 12
ON-AIRPORT TENANT PAYROLL

Associated City	Airport Name	First Round Payroll	Secondary Payroll	Total Payroll
Local Airports				
Atkinson	Atkinson Municipal	\$246,400	\$116,600	\$363,000
Auburn	Farington Field	\$2,500	\$700	\$3,200
Aurora	Aurora Municipal	\$242,200	\$118,200	\$360,400
Cambridge	Cambridge Municipal	--Confidential--		
Central City	Central City	\$196,000	\$93,000	\$289,000
Cozad	Cozad Municipal Airport	\$205,000	\$101,900	\$306,900
Creighton	Creighton Municipal	\$2,000	\$600	\$2,600
Curtis	Curtis Municipal	--Confidential--		
David City	David City Municipal	\$82,500	\$40,800	\$123,300
Fairbury	Fairbury Municipal	--Confidential--		
Fairmont	Fairmont State	\$28,900	\$8,700	\$37,600
Grant	Grant Municipal	\$161,600	\$82,900	\$244,500
Hartington	Hartington Municipal	\$0	\$0	\$0
Hebron	Hebron Municipal	\$0	\$0	\$0
Hyannis	Hyannis/Grant County Airport	\$200	\$100	\$300
Loup City	Loup City Municipal	--Confidential--		
Minden	Pioneer Village Field	\$92,100	\$43,900	\$136,000
Omaha	Omaha-North	\$271,400	\$132,700	\$404,100
Oshkosh	Oshkosh/Garden County Airport	\$28,200	\$11,100	\$39,300
Red Cloud	Red Cloud Municipal	\$0	\$0	\$0
Scribner	Scribner State	\$30,200	\$9,100	\$39,300
South Sioux City	Martin Field	--Confidential--		
Tekamah	Tekamah	\$74,100	\$37,900	\$112,000
Thedford	Thedford/Thomas Co.	\$0	\$0	\$0
Wallace	Wallace Municipal	\$0	\$0	\$0
Local Airports		\$1,860,600	\$881,100	\$2,741,600
Limited Airports				
Other Airports	Other Airports	\$362,000	\$150,800	\$512,800
Subtotal		\$362,000	\$150,800	\$512,800
Total		\$167,274,200	\$74,725,900	\$242,000,000

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Nebraska's system of airports was estimated at approximately \$74.7 million. Total payroll for airport tenants, which includes direct and secondary payroll, was over \$242 million in 2002. Of this total, over \$234.8 million was attributable to National-category airports. Tenant payroll associated with Regional, Local, and Limited airports was about \$7.2 million. It should be noted that several general aviation airports had only one aviation-related tenant and no government activity. In order to preserve tenant confidentiality, total tenant and visitor impacts at these airports have been combined.

2. Commercial Airline Visitor Related Payroll

Table 13 identifies the payroll attributable to visitors using Nebraska's commercial airline airports. Direct payroll is money paid to employees working at the restaurants, hotels/motels, retail businesses, and other service industries that are patronized by commercial airline visitors. The direct statewide payroll attributable to commercial airline visitors was estimated at nearly \$239.8

million in 2002. Businesses that supply and service these visitor-related industries owe a portion of their employees' payroll to the service industries. As employees in the service industries spend their payroll, the monies continue to circulate, generating additional employment and subsequent payroll. Secondary payroll impacts associated with commercial airline visitor-supported payroll were estimated at over \$152.9 million. When 2002 direct and secondary payroll impacts stemming from commercial airline visitors are combined, a total payroll impact of over \$392.7 million is produced.

TABLE 13
Nebraska Economic Impact Study
COMMERCIAL AIRLINE VISITOR-RELATED PAYROLL

Associated City	Airport Name	First Round Payroll	Secondary Payroll	Total Payroll
Commercial Airports				
Alliance	Alliance Municipal	\$100,200	\$63,900	\$164,100
Chadron	Chadron Municipal Airport	\$116,900	\$74,600	\$191,500
Grand Island	Central Nebraska Regional	\$601,200	\$383,600	\$984,800
Kearney	Kearney Municipal	\$551,100	\$351,700	\$902,800
Lincoln	Lincoln Municipal	\$25,784,800	\$16,453,100	\$42,237,900
McCook	McCook Municipal	\$200,400	\$80,200	\$280,600
Norfolk	Karl Stefan Memorial Airport	\$133,600	\$85,200	\$218,800
North Platte	North Platte Regional/Lee Bird	\$634,600	\$404,900	\$1,039,500
Omaha	Eppeley Field	\$210,503,500	\$134,320,900	\$344,824,400
Scottsbluff	Western Nebraska Regional	\$1,149,715	\$733,585	\$1,883,300
Total		\$239,776,015	\$152,951,685	\$392,727,700

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

3. *General Aviation Visitor Related Payroll*

Table 14 identifies the payroll attributable to visitors arriving at Nebraska's airports via general aviation aircraft. Direct payroll includes salary and benefits paid to employees working at visitor-related businesses and other service industries that are utilized by general aviation visitors. The direct statewide payroll attributable to general aviation visitors was estimated at \$6.76 million in 2002. As employees of the visitor-related industries spend their payroll, the monies continue to circulate generating additional employment and subsequent payroll. Secondary payroll impacts associated with general aviation visitors were estimated at over \$3.82 million. When 2002 direct and secondary payroll impacts stemming from general aviation visitors were combined, a total payroll impact of \$10.6 million is produced. Of this total general aviation visitor-related payroll, \$6.60 million is associated with National-category airports and \$3.98 million with Regional, Local, and Limited airports.

4. *Total Payroll*

The total impact of the combined on-airport tenant, commercial airline visitor, and general aviation visitor-related payroll is identified in **Table 15**. When all direct impacts were combined for 2002, Nebraska's airport system was responsible for generating \$413.8 million in payroll. With nearly \$231.5 million in secondary payroll benefits, a total of over \$645.3 million in annual payroll was created in Nebraska as a result of visitor spending and tenants at general aviation and airports with

airline service. Of this total, almost \$634.2 million was associated with Nebraska's National airports and nearly \$11.2 million with Regional, Local, and Limited airports.

TABLE 14
GENERAL AVIATION VISITOR-RELATED PAYROLL

Associated City	Airport Name	First Round Payroll	Secondary Payroll	Total Payroll
National Airports				
Alliance	Alliance Municipal	\$111,900	\$64,000	\$175,900
Beatrice	Beatrice Municipal	\$88,500	\$50,600	\$139,100
Chadron	Chadron Municipal Airport	\$36,700	\$21,000	\$57,700
Columbus	Columbus Municipal	\$167,000	\$95,500	\$262,500
Fremont	Fremont Municipal Airport	\$115,200	\$65,900	\$181,100
Grand Island	Central Nebraska Regional	\$128,600	\$73,500	\$202,100
Hastings	Hastings Municipal	\$187,000	\$106,900	\$293,900
Kearney	Kearney Municipal	\$319,000	\$182,400	\$501,400
Lincoln	Lincoln Municipal	\$776,600	\$444,000	\$1,220,600
McCook	McCook Municipal	\$167,000	\$48,400	\$215,400
Norfolk	Karl Stefan Memorial Airport	\$205,400	\$117,400	\$322,800
North Platte	North Platte Regional/Lee Bird	\$335,700	\$191,900	\$527,600
Omaha	Eppley Field	\$783,200	\$447,700	\$1,230,900
Plattsmouth	Plattsmouth Municipal	\$177,000	\$101,200	\$278,200
Scottsbluff	Western Nebraska Regional	\$242,200	\$138,500	\$380,700
Sidney	Sidney Municipal	\$307,300	\$175,700	\$483,000
Valentine	Miller Field	\$18,400	\$10,500	\$28,900
York	York Municipal	\$65,100	\$37,200	\$102,300
National Airports Subtotal		\$4,231,800	\$2,372,300	\$6,604,100
Regional Airports				
Ainsworth	Ainsworth Municipal	\$46,800	\$26,800	\$73,600
Albion	Albion Municipal	\$18,400	\$10,500	\$28,900
Blair	Blair Municipal	\$16,700	\$9,500	\$26,200
Broken Bow	Broken Bow Municipal	\$20,000	\$11,400	\$31,400
Crete	Crete Municipal	\$41,800	\$23,900	\$65,700
Falls City	Brenner Field	\$50,100	\$28,600	\$78,700
Gordon	Gordon Municipal	\$36,700	\$21,000	\$57,700
Holdrege	Brewster Field	\$50,100	\$28,600	\$78,700
Imperial	Imperial Municipal	\$21,700	\$12,400	\$34,100
Kimball	Kimball Municipal	\$30,100	\$17,200	\$47,300
Lexington	Jim Kelly	\$36,700	\$21,000	\$57,700
Nebraska City	Nebraska City Municipal	\$25,100	\$14,300	\$39,400
Neligh	Antelope County	\$43,400	\$24,800	\$68,200
Ogallala	Searle Field	\$56,800	\$32,500	\$89,300
Omaha	Omaha-Millard Field	\$602,900	\$344,700	\$947,600
O'Neill	O'Neill Municipal/John Baker Field	\$66,800	\$38,200	\$105,000
Ord	Evelyn Sharp Field	\$43,400	\$24,800	\$68,200
Seward	Seward Municipal	\$60,100	\$34,400	\$94,500
Superior	Superior Municipal	\$10,000	\$5,700	\$15,700
Wahoo	Wahoo Municipal	\$55,100	\$31,500	\$86,600
Wayne	Wayne Municipal	\$18,400	\$10,500	\$28,900
Regional Airports Subtotal		\$1,351,100	\$772,300	\$2,123,400

**TABLE 14 (Cont.)
GENERAL AVIATION VISITOR-RELATED PAYROLL**

Associated City	Airport Name	First Round Payroll	Secondary Payroll	Total Payroll
Local Airports				
Atkinson	Atkinson Municipal	\$18,400	\$10,500	\$28,900
Auburn	Farington Field	\$15,000	\$8,600	\$23,600
Aurora	Aurora Municipal	\$88,500	\$50,600	\$139,100
Cambridge	Cambridge Municipal	\$23,400	\$13,400	\$36,800
Central City	Central City	\$31,700	\$18,100	\$49,800
Cozad	Cozad Municipal Airport	\$43,400	\$24,800	\$68,200
Creighton	Creighton Municipal	\$3,300	\$1,900	\$5,200
Curtis	Curtis Municipal	\$10,000	\$5,700	\$15,700
David City	David City Municipal	\$10,000	\$5,700	\$15,700
Fairbury	Fairbury Municipal	\$10,000	\$5,700	\$15,700
Fairmont	Fairmont State	\$3,300	\$1,900	\$5,200
Grant	Grant Municipal	\$15,000	\$8,600	\$23,600
Hartington	Hartington Municipal	\$15,000	\$8,600	\$23,600
Hebron	Hebron Municipal	\$11,700	\$6,700	\$18,400
Hyannis	Grant County Airport	\$1,700	\$1,000	\$2,700
Loup City	Loup City Municipal	\$6,700	\$3,800	\$10,500
Minden	Pioneer Village Field	\$50,100	\$28,600	\$78,700
Omaha	Omaha-North	\$23,400	\$13,400	\$36,800
Oshkosh	Garden County Airport	\$43,400	\$24,800	\$68,200
Red Cloud	Red Cloud Municipal	\$6,700	\$3,800	\$10,500
Scribner	Scribner State	\$10,000	\$5,700	\$15,700
South Sioux City	Martin Field	\$128,600	\$73,500	\$202,100
Tekamah	Tekamah	\$148,600	\$84,900	\$233,500
Thedford	Thomas Co.	\$1,700	\$1,000	\$2,700
Wallace	Wallace Municipal	\$215,400	\$123,100	\$338,500
Local Airports Subtotal		\$935,000	\$534,400	\$1,469,400
Limited Airports				
Other Airports	Other Airports	\$245,500	\$140,300	\$385,800
Limited Airports Subtotal		\$245,500	\$140,300	\$385,800
Total		\$6,763,400	\$3,819,300	\$10,582,700

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

TABLE 15
TOTAL PAYROLL

Associated City	Airport Name	First Round Payroll	Secondary Payroll	Total Payroll
National Airports				
Alliance	Alliance Municipal	\$644,900	\$315,300	\$960,200
Beatrice	Beatrice Municipal	\$340,600	\$150,900	\$491,500
Chadron	Chadron Municipal Airport	\$440,000	\$221,000	\$661,000
Columbus	Columbus Municipal	\$2,661,100	\$973,000	\$3,634,100
Fremont	Fremont Municipal Airport	\$324,900	\$145,100	\$470,000
Grand Island	Central Nebraska Regional	\$4,482,300	\$2,132,800	\$6,615,100
Hastings	Hastings Municipal	\$246,700	\$132,500	\$379,200
Kearney	Kearney Municipal	\$2,243,300	\$1,129,700	\$3,373,000
Lincoln	Lincoln Municipal	\$116,625,300	\$56,328,600	\$172,953,900
McCook	McCook Municipal	\$902,400	\$374,500	\$1,276,900
Norfolk	Karl Stefan Memorial Airport	\$840,600	\$413,100	\$1,253,700
North Platte	North Platte Regional/Lee Bird	\$4,020,000	\$1,811,600	\$5,831,600
Omaha	Eppley Field	\$268,559,100	\$161,519,600	\$430,078,700
Plattsmouth	Plattsmouth Municipal	\$267,300	\$147,500	\$414,800
Scottsbluff	Western Nebraska Regional	\$2,683,815	\$1,407,785	\$4,091,600
Sidney	Sidney Municipal	\$770,100	\$409,500	\$1,179,600
Valentine	Miller Field	\$116,500	\$60,400	\$176,900
York	York Municipal	\$214,700	\$101,400	\$316,100
National Airports Subtotal		\$406,383,615	\$227,774,285	\$634,157,900
Regional Airports				
Ainsworth	Ainsworth Municipal	\$82,800	\$37,700	\$120,500
Albion	Albion Municipal	\$18,400	\$10,500	\$28,900
Blair	Blair Municipal	\$16,700	\$9,500	\$26,200
Broken Bow	Broken Bow Municipal	\$198,200	\$102,800	\$301,000
Crete	Crete Municipal	\$107,600	\$57,600	\$165,200
Falls City	Brenner Field	\$58,200	\$32,800	\$91,000
Gordon	Gordon Municipal	\$126,500	\$64,800	\$191,300
Holdrege	Brewster Field	\$408,300	\$207,200	\$615,500
Imperial	Imperial Municipal	\$136,700	\$71,400	\$208,100
Kimball	Kimball Municipal	\$329,000	\$169,300	\$498,300
Lexington	Jim Kelly	\$216,200	\$108,500	\$324,700
Nebraska City	Nebraska City Municipal	\$35,100	\$17,300	\$52,400
Neligh	Antelope County	\$99,200	\$46,900	\$146,100
Ogallala	Searle Field	\$433,800	\$150,600	\$584,400
Omaha	Omaha-Millard Field	\$1,136,100	\$605,300	\$1,741,400
O'Neill	O'Neill Municipal/John Baker Field	\$159,000	\$79,000	\$238,000
Ord	Evelyn Sharp Field	\$66,400	\$31,800	\$98,200
Seward	Seward Municipal	\$120,300	\$65,300	\$185,600
Superior	Superior Municipal	\$73,500	\$38,300	\$111,800
Wahoo	Wahoo Municipal	\$126,300	\$68,000	\$194,300
Wayne	Wayne Municipal	\$78,600	\$41,400	\$120,000
Regional Airports Subtotal		\$4,026,900	\$2,016,000	\$6,042,900

TABLE 15 (Cont.)
TOTAL PAYROLL

Associated City	Airport Name	First Round Payroll	Secondary Payroll	Total Payroll
Local Airports				
Atkinson	Atkinson Municipal	\$264,800	\$127,100	\$391,900
Auburn	Farington Field	\$17,500	\$9,300	\$26,800
Aurora	Aurora Municipal	\$330,700	\$168,800	\$499,500
Cambridge	Cambridge Municipal	\$49,000	\$26,500	\$75,500
Central City	Central City	\$227,700	\$111,100	\$338,800
Cozad	Cozad Municipal Airport	\$248,400	\$126,700	\$375,100
Creighton	Creighton Municipal	\$5,300	\$2,500	\$7,800
Curtis	Curtis Municipal	\$46,000	\$24,200	\$70,200
David City	David City Municipal	\$92,500	\$46,500	\$139,000
Fairbury	Fairbury Municipal	\$58,600	\$30,600	\$89,200
Fairmont	Fairmont State	\$32,200	\$10,600	\$42,800
Grant	Grant Municipal	\$176,600	\$91,500	\$268,100
Hartington	Hartington Municipal	\$15,000	\$8,600	\$23,600
Hebron	Hebron Municipal	\$11,700	\$6,700	\$18,400
Hyannis	Grant County Airport	\$1,900	\$1,100	\$3,000
Loup City	Loup City Municipal	\$28,000	\$10,300	\$38,200
Minden	Pioneer Village Field	\$142,200	\$72,500	\$214,700
Omaha	Omaha-North	\$294,800	\$146,100	\$440,900
Oshkosh	Garden County Airport	\$71,600	\$35,900	\$107,500
Red Cloud	Red Cloud Municipal	\$6,700	\$3,800	\$10,500
Scribner	Scribner State	\$40,200	\$14,800	\$55,000
South Sioux City	Martin Field	\$194,400	\$93,400	\$287,800
Tekamah	Tekamah	\$222,700	\$122,800	\$345,500
Thedford	Thomas Co.	\$1,700	\$1,000	\$2,700
Wallace	Wallace Municipal	\$215,400	\$123,100	\$338,500
Local Airports Subtotal		\$2,795,600	\$1,415,500	\$4,211,000
Limited Airports				
Other Airports	Other Airports	\$607,500	\$291,100	\$898,600
Limited Airports Subtotal		\$607,500	\$291,100	\$898,600
Total		\$413,813,615	\$231,496,885	\$645,310,400

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

C. Output Impacts

Output or economic activity is defined as annual gross sales and average annual capital expenditures for on-airport tenants. One exception is government and airline tenants located on the airports. Government and airline output is defined as the sum of annual capital expenditures, payroll, and operating expenses. Output related to commercial airline and general aviation visitors is defined as expenditures made during their visits. These visitor-related expenditures are typically in the hotel/motel, restaurant, transportation, and retail sectors. Output impacts for airport tenants and visitors are discussed below.

1. Tenant Output

Table 16 identifies the direct, secondary and total tenant output for each of the airports in the State. As aviation-related businesses and government tenants located on each airport expend

TABLE 16
ON-AIRPORT TENANT OUTPUT

Associated City	Airport Name	First Round Output	Secondary Output	Total Output
National Airports				
Alliance	Alliance Municipal	\$2,016,800	\$830,400	\$2,847,200
Beatrice	Beatrice Municipal	\$1,129,900	\$500,100	\$1,630,000
Chadron	Chadron Municipal Airport	\$825,000	\$336,300	\$1,161,300
Columbus	Columbus Municipal	\$6,824,400	\$2,433,900	\$9,258,300
Fremont	Fremont Municipal Airport	\$3,563,700	\$1,708,700	\$5,272,400
Grand Island	Central Nebraska Regional	\$12,804,800	\$5,928,200	\$18,733,000
Hastings	Hastings Municipal	\$184,000	\$67,800	\$251,800
Kearney	Kearney Municipal	\$4,936,500	\$2,287,600	\$7,224,100
Lincoln	Lincoln Municipal	\$266,237,000	\$124,561,900	\$390,798,900
McCook	McCook Municipal	\$5,281,600	\$2,607,800	\$7,889,400
Norfolk	Karl Stefan Memorial Airport	\$1,914,800	\$848,400	\$2,763,200
North Platte	North Platte Regional/Lee Bird	\$8,284,600	\$3,365,200	\$11,649,800
Omaha	Eppley Field	\$258,406,700	\$129,020,800	\$387,427,500
Plattsmouth	Plattsmouth Municipal	--Confidential--		
Scottsbluff	Western Nebraska Regional	\$4,793,400	\$2,122,900	\$6,916,300
Sidney	Sidney Municipal	\$1,710,200	\$850,200	\$2,560,400
Valentine	Miller Field	\$493,500	\$225,000	\$718,500
York	York Municipal	\$705,600	\$308,600	\$1,014,200
National Airports Subtotal		\$580,565,700	\$278,236,200	\$858,801,900
Regional Airports				
Ainsworth	Ainsworth Municipal	\$186,000	\$56,200	\$242,200
Albion	Albion Municipal	\$0	\$0	\$0
Blair	Blair Municipal	\$144,100	\$43,500	\$187,600
Broken Bow	Broken Bow Municipal	\$1,478,000	\$757,900	\$2,235,900
Crete	Crete Municipal	\$461,900	\$217,300	\$679,200
Falls City	Brenner Field	--Confidential--		
Gordon	Gordon Municipal	\$302,000	\$143,600	\$445,600
Holdrege	Brewster Field	\$3,313,900	\$1,685,400	\$4,999,300
Imperial	Imperial Municipal	\$1,379,600	\$702,800	\$2,082,400
Kimball	Kimball Municipal	\$1,375,700	\$697,900	\$2,073,600
Lexington	Jim Kelly	\$1,529,700	\$756,400	\$2,286,100
Nebraska City	Nebraska City Municipal	--Confidential--		
Neligh	Antelope County	\$393,100	\$184,600	\$577,700
Ogallala	Searle Field	\$1,046,400	\$337,500	\$1,383,900
Omaha	Omaha-Millard Field	\$2,526,000	\$1,261,800	\$3,787,800
O'Neill	O'Neill Municipal/John Baker Field	\$765,500	\$375,800	\$1,141,300
Ord	Evelyn Sharp Field	\$2,400	\$800	\$3,200
Seward	Seward Municipal	--Confidential--		
Superior	Superior Municipal	\$2,156,700	\$1,104,700	\$3,261,400
Wahoo	Wahoo Municipal	\$704,100	\$361,100	\$1,065,200
Wayne	Wayne Municipal	--Confidential--		
Regional Airports Subtotal		\$19,451,000	\$9,466,400	\$28,917,400

**TABLE 16 (Cont.)
ON-AIRPORT TENANT OUTPUT**

Associated City	Airport Name	First Round Output	Secondary Output	Total Output
Local Airports				
Atkinson	Atkinson Municipal	\$1,125,100	\$551,900	\$1,677,000
Auburn	Farington Field	\$16,900	\$5,100	\$22,000
Aurora	Aurora Municipal	\$1,653,500	\$823,100	\$2,476,600
Cambridge	Cambridge Municipal	--Confidential--		
Central City	Central City	\$1,729,300	\$872,700	\$2,602,000
Cozad	Cozad Municipal Airport	\$685,100	\$334,300	\$1,019,400
Creighton	Creighton Municipal	\$6,000	\$1,800	\$7,800
Curtis	Curtis Municipal	--Confidential--		
David City	David City Municipal	\$397,300	\$194,200	\$591,500
Fairbury	Fairbury Municipal	--Confidential--		
Fairmont	Fairmont State	\$664,400	\$200,700	\$865,100
Grant	Grant Municipal	\$1,487,300	\$762,700	\$2,250,000
Hartington	Hartington Municipal	\$0	\$0	\$0
Hebron	Hebron Municipal	\$7,000	\$2,100	\$9,100
Hyannis	Grant County Airport	\$3,000	\$900	\$3,900
Loup City	Loup City Municipal	--Confidential--		
Minden	Pioneer Village Field	\$944,900	\$476,100	\$1,421,000
Omaha	Omaha-North	\$765,500	\$375,800	\$1,141,300
Oshkosh	Garden County Airport	\$187,100	\$88,400	\$275,500
Red Cloud	Red Cloud Municipal	\$0	\$0	\$0
Scribner	Scribner State	\$183,200	\$55,300	\$238,500
South Sioux City	Martin Field	--Confidential--		
Tekamah	Tekamah	\$1,332,900	\$668,700	\$2,001,600
Thedford	Thomas Co.	\$4,800	\$1,500	\$6,300
Wallace	Wallace Municipal	\$0	\$0	\$0
Local Airports Subtotal		\$14,200,500	\$6,942,200	\$21,142,700
Limited Airports				
Other Airports	Other Airports	\$2,081,100	\$994,500	\$3,075,600
Limited Airports Subtotal		\$2,351,100	\$1,077,100	\$3,428,200
Total		\$616,568,300	\$295,721,900	\$912,290,200

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

monies, these expenditures ripple throughout Nebraska's economy. For example if an airport FBO were to construct a hangar on an airport, a significant amount of money would be spent in the area's economy on construction materials, labor, and other services.

Total direct annual output by on-airport tenants is estimated at nearly \$616.6 million. Secondary tenant-related output or spending impacts are estimated at over \$295.7 million. When direct and secondary impacts are combined, the total output for on-airport tenants at Nebraska's airports is estimated at nearly \$912.3 million. Total output for National-category airports is over \$858.8 million and nearly \$53.5 million for Regional, Local, and Limited airports.

2. Commercial Airline Visitor Related Output

Table 17 identifies the output attributable to visitors using Nebraska's airports with airline service. Direct output is comparable to visitor expenditures for restaurants, hotels/motels, retail, entertainment, and other services. Total direct output from commercial airline visitors in calendar

year 2002 was estimated at \$458.5 million. As the service industries re-spend this direct output in the statewide economy, monies continue to circulate resulting in secondary impacts. These secondary impacts related to visitor output or spending were estimated at approximately \$277.3 million. The total output from airline visitors using Nebraska's airports in calendar year 2002 was over \$735.8 million.

TABLE 17
Nebraska Economic Impact Study
COMMERCIAL AIRLINE VISITOR-RELATED OUTPUT

Associated City	Airport Name	First Round Output	Secondary Output	Total Output
Commercial Airports				
Alliance	Alliance Municipal	\$179,100	\$108,300	\$287,400
Chadron	Chadron Municipal Airport	\$209,100	\$126,400	\$335,500
Grand Island	Central Nebraska Regional	\$1,164,000	\$703,800	\$1,867,800
Kearney	Kearney Municipal	\$1,054,500	\$637,600	\$1,692,100
Lincoln	Lincoln Municipal	\$49,349,300	\$29,839,100	\$79,188,400
McCook	McCook Municipal	\$368,200	\$222,600	\$590,800
Norfolk	Karl Stefan Memorial Airport	\$266,300	\$161,000	\$427,300
North Platte	North Platte Regional/Lee Bird	\$1,212,800	\$733,300	\$1,946,100
Omaha	Eppley Field	\$402,917,300	\$243,624,400	\$646,541,700
Scottsbluff	Western Nebraska Regional	\$1,829,300	\$1,106,100	\$2,935,400
Total		\$458,549,900	\$277,262,600	\$735,812,500

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

3. *General Aviation Visitor Related Output*

Table 18 identifies the output attributable to general aviation visitors using Nebraska's airports. Direct output is comparable to visitor expenditures for restaurants, hotels/motels, retail, entertainment, and other services. Total direct output from general aviation visitors in 2002 was estimated at approximately \$10.82 million. As the service industries re-spend this direct output in the statewide economy, monies continue to circulate resulting in secondary impacts. These secondary impacts related to general aviation visitor output or spending were estimated at \$6.56 million. The total output from visitors arriving at Nebraska's airports by general aviation aircraft in calendar year 2002 was nearly \$17.4 million. General aviation visitor output at Nebraska's National airports was \$10.95 million for calendar year 2002. General aviation visitor output at Regional, Local, and Limited airports was \$6.43 million.

4. *Total Output*

The total combined impact of tenant, commercial airline visitor, and general aviation visitor output is identified in **Table 19**. Statewide direct total output was nearly \$1.1 billion in 2002. Secondary impacts were estimated at more than \$579.4 million. The combination of direct and secondary output impacts from both tenants and visitors to Nebraska's airports produced a total statewide output of nearly \$1.66 billion. Of this total output, almost \$1.61 billion was attributable to Nebraska's National-category airports. Output at Regional, Local, and Limited airports is equal to \$59.6 million.

TABLE 18
GENERAL AVIATION VISITOR-RELATED OUTPUT

Associated City	Airport Name	First Round Output	Secondary Output	Total Output
National Airports				
Alliance	Alliance Municipal	\$176,400	\$107,100	\$283,500
Beatrice	Beatrice Municipal	\$138,900	\$84,400	\$223,300
Chadron	Chadron Municipal Airport	\$58,800	\$35,700	\$94,500
Columbus	Columbus Municipal	\$264,600	\$160,700	\$425,300
Fremont	Fremont Municipal Airport	\$182,300	\$110,700	\$293,000
Grand Island	Central Nebraska Regional	\$335,200	\$203,600	\$538,800
Hastings	Hastings Municipal	\$294,000	\$178,500	\$472,500
Kearney	Kearney Municipal	\$503,500	\$305,800	\$809,300
Lincoln	Lincoln Municipal	\$1,225,500	\$744,200	\$1,969,700
McCook	McCook Municipal	\$264,600	\$160,700	\$425,300
Norfolk	Karl Stefan Memorial Airport	\$323,400	\$196,400	\$519,800
North Platte	North Platte Regional/Lee Bird	\$529,300	\$321,400	\$850,700
Omaha	Eppley Field	\$1,237,700	\$751,600	\$1,989,300
Plattsmouth	Plattsmouth Municipal	\$279,300	\$169,600	\$448,900
Scottsbluff	Western Nebraska Regional	\$382,200	\$232,100	\$614,300
Sidney	Sidney Municipal	\$486,100	\$295,200	\$781,300
Valentine	Miller Field	\$30,200	\$18,300	\$48,500
York	York Municipal	\$102,900	\$62,500	\$165,400
National Airports Subtotal		\$6,814,900	\$4,138,500	\$10,953,400
Regional Airports				
Ainsworth	Ainsworth Municipal	\$73,500	\$44,600	\$118,100
Albion	Albion Municipal	\$29,400	\$17,900	\$47,300
Blair	Blair Municipal	\$26,500	\$16,100	\$42,600
Broken Bow	Broken Bow Municipal	\$32,300	\$19,600	\$51,900
Crete	Crete Municipal	\$64,700	\$39,300	\$104,000
Falls City	Brenner Field	\$79,400	\$48,200	\$127,600
Gordon	Gordon Municipal	\$58,800	\$35,700	\$94,500
Holdrege	Brewster Field	\$79,400	\$48,200	\$127,600
Imperial	Imperial Municipal	\$35,300	\$21,400	\$56,700
Kimball	Kimball Municipal	\$47,000	\$28,500	\$75,500
Lexington	Jim Kelly	\$58,800	\$35,700	\$94,500
Nebraska City	Nebraska City Municipal	\$39,700	\$24,100	\$63,800
Neligh	Antelope County	\$67,600	\$41,100	\$108,700
Ogallala	Searle Field	\$90,900	\$55,200	\$146,100
Omaha	Omaha-Millard Field	\$952,700	\$578,600	\$1,531,300
O'Neill	O'Neill Municipal/John Baker Field	\$105,900	\$64,300	\$170,200
Ord	Evelyn Sharp Field	\$67,600	\$41,100	\$108,700
Seward	Seward Municipal	\$95,600	\$58,100	\$153,700
Superior	Superior Municipal	\$14,700	\$8,900	\$23,600
Wahoo	Wahoo Municipal	\$88,200	\$53,600	\$141,800
Wayne	Wayne Municipal	\$29,400	\$17,900	\$47,300
Regional Airports Subtotal		\$2,137,400	\$1,298,100	\$3,435,500

TABLE 18 (Cont.)
GENERAL AVIATION VISITOR-RELATED OUTPUT

Associated City	Airport Name	First Round Output	Secondary Output	Total Output
Local Airports				
Atkinson	Atkinson Municipal	\$29,400	\$17,900	\$47,300
Auburn	Farington Field	\$23,500	\$14,300	\$37,800
Aurora	Aurora Municipal	\$139,700	\$84,800	\$224,500
Cambridge	Cambridge Municipal	\$36,800	\$22,300	\$59,100
Central City	Central City	\$51,200	\$31,100	\$82,300
Cozad	Cozad Municipal Airport	\$69,100	\$42,000	\$111,100
Creighton	Creighton Municipal	\$5,900	\$3,600	\$9,500
Curtis	Curtis Municipal	\$16,200	\$9,800	\$26,000
David City	David City Municipal	\$14,700	\$8,900	\$23,600
Fairbury	Fairbury Municipal	\$14,700	\$8,900	\$23,600
Fairmont	Fairmont State	\$6,500	\$3,900	\$10,400
Grant	Grant Municipal	\$23,500	\$14,300	\$37,800
Hartington	Hartington Municipal	\$23,500	\$14,300	\$37,800
Hebron	Hebron Municipal	\$17,600	\$10,700	\$28,300
Hyannis	Grant County Airport	\$3,700	\$2,200	\$5,900
Loup City	Loup City Municipal	\$10,300	\$6,300	\$16,600
Minden	Pioneer Village Field	\$79,400	\$48,200	\$127,600
Omaha	Omaha-North	\$36,800	\$22,300	\$59,100
Oshkosh	Garden County Airport	\$67,600	\$41,100	\$108,700
Red Cloud	Red Cloud Municipal	\$11,800	\$7,200	\$19,000
Scribner	Scribner State	\$14,700	\$8,900	\$23,600
South Sioux City	Martin Field	\$202,900	\$123,200	\$326,100
Tekamah	Tekamah	\$235,200	\$142,800	\$378,000
Thedford	Thomas Co.	\$2,900	\$1,800	\$4,700
Wallace	Wallace Municipal	\$339,600	\$206,200	\$545,800
Local Airports Subtotal		\$1,477,200	\$897,000	\$2,374,200
Limited Airports				
Other Airports	Other Airports	\$387,000	\$235,000	\$622,000
Limited Airports Subtotal		\$387,000	\$235,000	\$622,000
Total		\$10,816,500	\$6,568,600	\$17,385,100

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

TABLE 19
TOTAL OUTPUT

Associated City	Airport Name	First Round Output	Secondary Output	Total Output
National Airports				
Alliance	Alliance Municipal	\$2,372,300	\$1,045,800	\$3,418,100
Beatrice	Beatrice Municipal	\$1,268,800	\$584,500	\$1,853,300
Chadron	Chadron Municipal Airport	\$1,092,900	\$498,400	\$1,591,300
Columbus	Columbus Municipal	\$7,089,000	\$2,594,600	\$9,683,600
Fremont	Fremont Municipal Airport	\$3,746,000	\$1,819,400	\$5,565,400
Grand Island	Central Nebraska Regional	\$14,304,000	\$6,835,600	\$21,139,600
Hastings	Hastings Municipal	\$478,000	\$246,300	\$724,300
Kearney	Kearney Municipal	\$6,494,500	\$3,231,000	\$9,725,500
Lincoln	Lincoln Municipal	\$316,811,800	\$155,145,200	\$471,957,000
McCook	McCook Municipal	\$5,914,400	\$2,991,100	\$8,905,500
Norfolk	Karl Stefan Memorial Airport	\$2,504,500	\$1,205,800	\$3,710,300
North Platte	North Platte Regional/Lee Bird	\$10,026,700	\$4,419,900	\$14,446,600
Omaha	Eppley Field	\$662,561,700	\$373,396,800	\$1,035,958,500
Plattsmouth	Plattsmouth Municipal	\$732,500	\$402,000	\$1,134,500
Scottsbluff	Western Nebraska Regional	\$7,004,900	\$3,461,100	\$10,466,000
Sidney	Sidney Municipal	\$2,196,300	\$1,145,400	\$3,341,700
Valentine	Miller Field	\$523,700	\$243,300	\$767,000
York	York Municipal	\$808,500	\$371,100	\$1,179,600
National Airports Subtotal		\$1,045,930,500	\$559,637,300	\$1,605,567,800
Regional Airports				
Ainsworth	Ainsworth Municipal	\$259,500	\$100,800	\$360,300
Albion	Albion Municipal	\$29,400	\$17,900	\$47,300
Blair	Blair Municipal	\$170,600	\$59,600	\$230,200
Broken Bow	Broken Bow Municipal	\$1,510,300	\$777,500	\$2,287,800
Crete	Crete Municipal	\$526,600	\$256,600	\$783,200
Falls City	Brenner Field	\$267,500	\$130,800	\$398,300
Gordon	Gordon Municipal	\$360,800	\$179,300	\$540,100
Holdrege	Brewster Field	\$3,393,300	\$1,733,600	\$5,126,900
Imperial	Imperial Municipal	\$1,414,900	\$724,200	\$2,139,100
Kimball	Kimball Municipal	\$1,422,700	\$726,400	\$2,149,100
Lexington	Jim Kelly	\$1,588,500	\$792,100	\$2,380,600
Nebraska City	Nebraska City Municipal	\$853,200	\$386,500	\$1,239,700
Neligh	Antelope County	\$460,700	\$225,700	\$686,400
Ogallala	Searle Field	\$1,137,300	\$392,700	\$1,530,000
Omaha	Omaha-Millard Field	\$3,478,700	\$1,840,400	\$5,319,100
O'Neill	O'Neill Municipal/John Baker Field	\$871,400	\$440,100	\$1,311,500
Ord	Evelyn Sharp Field	\$70,000	\$41,900	\$111,900
Seward	Seward Municipal	\$397,700	\$213,100	\$610,800
Superior	Superior Municipal	\$2,171,400	\$1,113,600	\$3,285,000
Wahoo	Wahoo Municipal	\$792,300	\$414,700	\$1,207,000
Wayne	Wayne Municipal	\$411,600	\$197,000	\$608,600
Regional Airports Subtotal		\$21,588,400	\$10,764,500	\$32,352,900

TABLE 19 (Cont.)
TOTAL OUTPUT

Associated City	Airport Name	First Round Output	Secondary Output	Total Output
Local Airports				
Atkinson	Atkinson Municipal	\$1,154,500	\$569,800	\$1,724,300
Auburn	Farington Field	\$40,400	\$19,400	\$59,800
Aurora	Aurora Municipal	\$1,793,200	\$907,900	\$2,701,100
Cambridge	Cambridge Municipal	\$50,100	\$26,400	\$76,500
Central City	Central City	\$1,780,500	\$903,800	\$2,684,300
Cozad	Cozad Municipal Airport	\$754,200	\$376,300	\$1,130,500
Creighton	Creighton Municipal	\$11,900	\$5,400	\$17,300
Curtis	Curtis Municipal	\$499,800	\$256,000	\$755,800
David City	David City Municipal	\$412,000	\$203,100	\$615,100
Fairbury	Fairbury Municipal	\$260,600	\$127,000	\$387,600
Fairmont	Fairmont State	\$670,900	\$204,600	\$875,500
Grant	Grant Municipal	\$1,510,800	\$777,000	\$2,287,800
Hartington	Hartington Municipal	\$23,500	\$14,300	\$37,800
Hebron	Hebron Municipal	\$24,600	\$12,800	\$37,400
Hyannis	Grant County Airport	\$6,700	\$3,100	\$9,800
Loup City	Loup City Municipal	\$118,000	\$60,100	\$178,100
Minden	Pioneer Village Field	\$1,024,300	\$524,300	\$1,548,600
Omaha	Omaha-North	\$802,300	\$398,100	\$1,200,400
Oshkosh	Garden County Airport	\$254,700	\$129,500	\$384,200
Red Cloud	Red Cloud Municipal	\$11,800	\$7,200	\$19,000
Scribner	Scribner State	\$197,900	\$64,200	\$262,100
South Sioux City	Martin Field	\$2,359,600	\$1,227,900	\$3,587,500
Tekamah	Tekamah	\$1,568,100	\$811,500	\$2,379,600
Thedford	Thomas Co.	\$7,700	\$3,300	\$11,000
Wallace	Wallace Municipal	\$339,600	\$206,200	\$545,800
Local Airports Subtotal		\$15,677,700	\$7,839,200	\$23,516,900
Limited Airports				
Other Airports	Other Airports	\$2,468,100	\$1,229,500	\$3,697,600
Limited Airports Subtotal		\$2,468,100	\$1,229,500	\$3,697,600
Total		\$1,085,664,700	\$579,470,500	\$1,665,135,200

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

D. Combined Economic Impact

When the 2002 direct and secondary impacts from all on-airport tenants, commercial airline visitors, and general aviation visitors are combined, the total economic benefit stemming from Nebraska's airports is quantified. In 2002, the total statewide employment attributable to airports with airline service in Nebraska was estimated at nearly 27,900 full-time equivalent positions; total annual payroll for these jobs was estimated at \$579.5 million; and total output was estimated at nearly \$1.67 billion. Total output is approximately 3 percent of the State's GSP. **Table 20** summarizes the combined economic impact for all Nebraska airport tenants, commercial airline visitors, and general aviation visitors.

The substantial economic benefit from secondary impacts (the multiplier effect) provides a stimulus to almost every sector of the Nebraska economy. For example, direct FBO impacts are found in the transportation sector, direct airport management impacts are typically initiated in the construction sector, and visitor impacts begin in the trade and services sectors.

TABLE 20
TOTAL STATEWIDE ECONOMIC IMPACT

	First Round Impact	Secondary Impact	Total Impact
Employment			
Airport Tenants	4,543	2,732	7,276
Commercial Airline Visitors	14,346	5,743	20,089
General Aviation Visitors	405	119	524
Total Employment	19,294	8,594	27,888
Payroll			
Airport Tenants	\$167,274,200	\$74,725,900	\$242,000,000
Commercial Airline Visitors	\$239,776,015	\$152,951,685	\$392,727,700
General Aviation Visitors	\$6,763,400	\$3,819,300	\$10,582,700
Total Payroll	\$413,813,615	\$231,496,885	\$645,310,400
Output			
Airport Tenants	\$616,298,300	\$295,639,300	\$911,937,600
Commercial Airline Visitors	\$458,549,900	\$277,262,600	\$735,812,500
General Aviation Visitors	\$10,816,500	\$6,568,600	\$17,385,100
Total Output	\$1,085,664,700	\$579,470,500	\$1,665,135,200

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

4. CAPITAL IMPROVEMENT-RELATED CONSTRUCTION SPENDING IMPACTS

Nebraska's system of airports produces another type of impact that is not reported in the discussions above. Each year, many of the State's airports undertake capital improvement projects, such as runway rehabilitation, hangar construction, land acquisition, etc. These projects employ many persons not otherwise related to the airport, such as jobs in construction and consulting. In this section, economic impacts related to capital improvement construction spending are analyzed.

A. Employment Impacts

This study's findings support the conclusion that on-airport construction projects are a significant source of jobs in Nebraska. Direct employment from construction activities at Nebraska's airports accounts for approximately 664 jobs. These jobs are comprised of those people who are engaged directly in these projects – construction workers, equipment operators, foremen, management, etc. Secondary employment due to on-airport construction jobs accounts for another 868 jobs. These jobs are created by the multiplier effects stemming from direct construction jobs. For example, an employee of a hardware supplier may owe part of his job to a construction company that maintains the runway pavement at the local airport.

In total, about 1,532 jobs annually are associated with airport construction projects in Nebraska.

B. Payroll Impacts

The payroll impacts attributable to construction spending at Nebraska's airports are important to the State's economy as well. The findings of this study show that about \$20.61 million are paid in wages to construction service workers directly employed in capital improvement projects at the State's airports. Another \$15.37 million is paid to secondary employees involved in related industries, such as the hardware supplier employee in the example above.

A total of approximately \$35.97 million in wages are paid each year to employees involved in on-airport capital improvement-related construction.

C. Output Impacts

Output is synonymous with economic activity, and includes annual gross sales and capital expenditures of firms involved in on-airport construction. Direct output by companies involved in construction services at Nebraska's airports equals about \$37.29 million. Another \$26.2 million comes from secondary output impacts, such as those stemming from the hardware supply company in the example above.

In all, about \$63.49 million in output is generated each year by capital improvement-related construction spending at Nebraska's airports.

Total economic impacts for capital improvement-related construction spending at all of Nebraska's airports are shown in **Table 21**. Average impacts per \$100,000 of capital improvement spending are presented in **Table 22**. These impacts are not included in Table 20.

Table 21
CONSTRUCTION-RELATED IMPACTS

	First-Round Impact	Secondary Impact	Total Impact
Employment	663.8	868.2	1,532.0
Payroll	\$20,608,000	\$15,366,000	\$35,974,000
Output	\$37,290,271	\$26,196,359	\$63,486,630

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Table 22 CONSTRUCTION-RELATED IMPACTS Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

5. ECONOMIC IMPACTS OF OFF-AIRPORT AERIAL APPLICATORS

Agricultural aerial applicators, or ag sprayers, are located both on and off Nebraska's system of airports. Many of the off-airport ag sprayers operate on airstrips located on their own ranch while others are transient in nature and operate at both publicly owned and privately owned airports, taking their entire operation and equipment to areas of the State where there is demand for agricultural spraying. **Table 23** identifies the economic impact off-airport ag sprayers provide to the State. There are 43 first round jobs in the ag spray industry which are located outside the State's system of airports. These businesses generate nearly \$8.4 million in first round spending. Total economic benefit for these businesses is estimated at 12.6 million in output and over 78 jobs. These off-airport impacts are not included in the total impacts identified in Table 20.

Table 23
Economic Impact of Off-Airport Aerial Applicators

	First Round Impact	Secondary Impact	Total Impact
Employment	39.5	29.8	69.3
Payroll	\$961,300	\$493,000	\$1,454,300
Output	\$8,359,600	\$4,243,400	\$12,603,000

6. TAX IMPACTS

Two taxes collected in Nebraska directly impact the aviation industry, the State's property tax and aviation fuel tax.

A. Property Tax

There are several major state and local taxes that support public spending in Nebraska. These taxes include the local property tax, the state and local sales and compensating use tax, the individual and corporate income tax, state motor fuels tax, motor vehicle taxes and fees, and motor vehicle registration fees.

According Nebraska Department of Property Assessment and Taxation, property taxes continued to bear the largest load of the total tax burden in Nebraska in 2001. Net property taxes (net means after subtracting homestead exemptions or other credit programs) comprise 32 percent of the entire burden. Income taxes, individual and corporate, combine to contribute 28.2 percent of the total; sales taxes constitute 25.1 percent of the total. There are nearly 3,000 different political subdivisions in Nebraska that have authority to levy a property tax, many of which overlap in a countless number of ways. These subdivisions have the authority to levy property taxes to fund services ranging from very specific ones, like maintaining a cemetery or community college, to very general ones, like cities or counties. The rate the taxpayer pays is the rate set by each of the political subdivisions in which the property is located added together. The base for the property tax is assessed value of property located in the taxing jurisdiction. Assessed value is determined in different ways for each of three basic types of property: personal property, real property, and centrally assessed property.

Businesses on airports pay property taxes based on the political subdivisions they are located in. In addition, airlines and air cargo companies pay taxes based on the value of their flight equipment. An air carrier's taxable value allocation to Nebraska is based on the average of three factors:

- Arrivals & departures
- Revenue tons
- Originating revenue

Nebraska Department of Property Assessment and Taxation reports indicate nearly \$2.0 million in air carrier taxes were distributed to Nebraska counties in 2002. Estimates of aviation related businesses property tax were derived based on tenant survey data. Property taxes for aviation related businesses, but not including air carrier activity are estimated at \$1.6 million. Total impact of aviation to the State's property tax subdivisions is estimated at \$3.6 million. This is less than 1 percent of the State's \$1.9 billion in levied property taxes.

B. Fuel Tax

Nebraska has a \$0.03 per gallon fuel tax on Jet A and a \$0.05 per gallon fuel tax on AvGas. In 2002, 46,861,338 gallons of Jet A were sold in the State and 2,512,152 gallons of AvGas. These fuel sales generated over \$1.5 million in fuel taxes.

	Gallons Sold	Fuel Tax
Jet A	46,861,338	\$1,405,840
Av Gas	<u>2,512,152</u>	<u>\$125,608</u>
Total	49,373,490	\$1,531,448

7. QUALITATIVE AIRPORT BENEFITS

While previous sections of this study focused on the quantitative benefits resulting from aviation in Nebraska, there are also a number of qualitative benefits that must be discussed when the total value of an airport or an airport system is analyzed. Qualitative benefits are those factors for which dollar values cannot be readily assigned. Qualitative benefits are those activities which take place at an airport on a regular basis that add to the quality of life of residents in the airport's market area. Qualitative benefits are generally considered benefits regarding health, welfare, or safety. While it may be difficult to place a dollar value on such impacts, these benefits improve the quality of life of Nebraska's residents in a variety of ways. Among these benefits are activities such as medical flights, police patrol, forest fire fighting, pest control, traffic reporting, educational opportunities, high profile visitors and government official arrival, and recreational benefits.

A key focus of the airport management surveys conducted as part of the inventory phase of the study was to identify specific examples of qualitative benefits provided by each Nebraska airport. While the demographics of individual market areas and available facilities greatly influence each airport's ability to provide such benefits, each airport provides important qualitative benefits. **Table 23** presents the specific benefits identified for each airport. While this matrix is not all-encompassing, it does provide an important overview of the diversity of benefits that airports provide to Nebraska, beyond the creation of jobs, payroll, and output. **Exhibit 3** depicts graphically the type of aviation activity for airports identified in Table 21. Aviation activities in Table 21 were consolidated into eight aviation categories. These categories are:

- *Recreational/Gateway* - This category includes recreation flying and flying to airports for pursuing recreational activities in the airports market area.
- *Agricultural Spraying* - This category includes the use of aircraft to apply agricultural fertilizers, pesticides or seeding applications.
- *Corporate Use* – Many businesses use aircraft for conducting business activity either by businesses in the airport's market area or by businesses flying to the airport's market area to conduct business within the airport's market area.
- *Air Cargo* – many industries rely on air cargo. Airports with regularly scheduled air cargo service are identified.
- *Law Enforcement* - This category includes law enforcement activity by federal, state and local agencies. It also includes prisoner transport activities.
- *Military* – Military activities includes military exercises and flight training activity.
- *Emergency Access* – Emergency access includes grassland and forest firefighting, search and rescue activity as well as wildlife management.
- *Medical* - This category includes medical evacuation of patients via air ambulance, travel

by physicians via aircraft to hold clinics at rural hospitals, and the use of aircraft for medical shipments.

It should be noted that the levels of activity indicated are based on airport management estimates. These activities should be viewed as predominate aviation activities at the respective airport and does not mean other aviation activities do not take place at the facility.

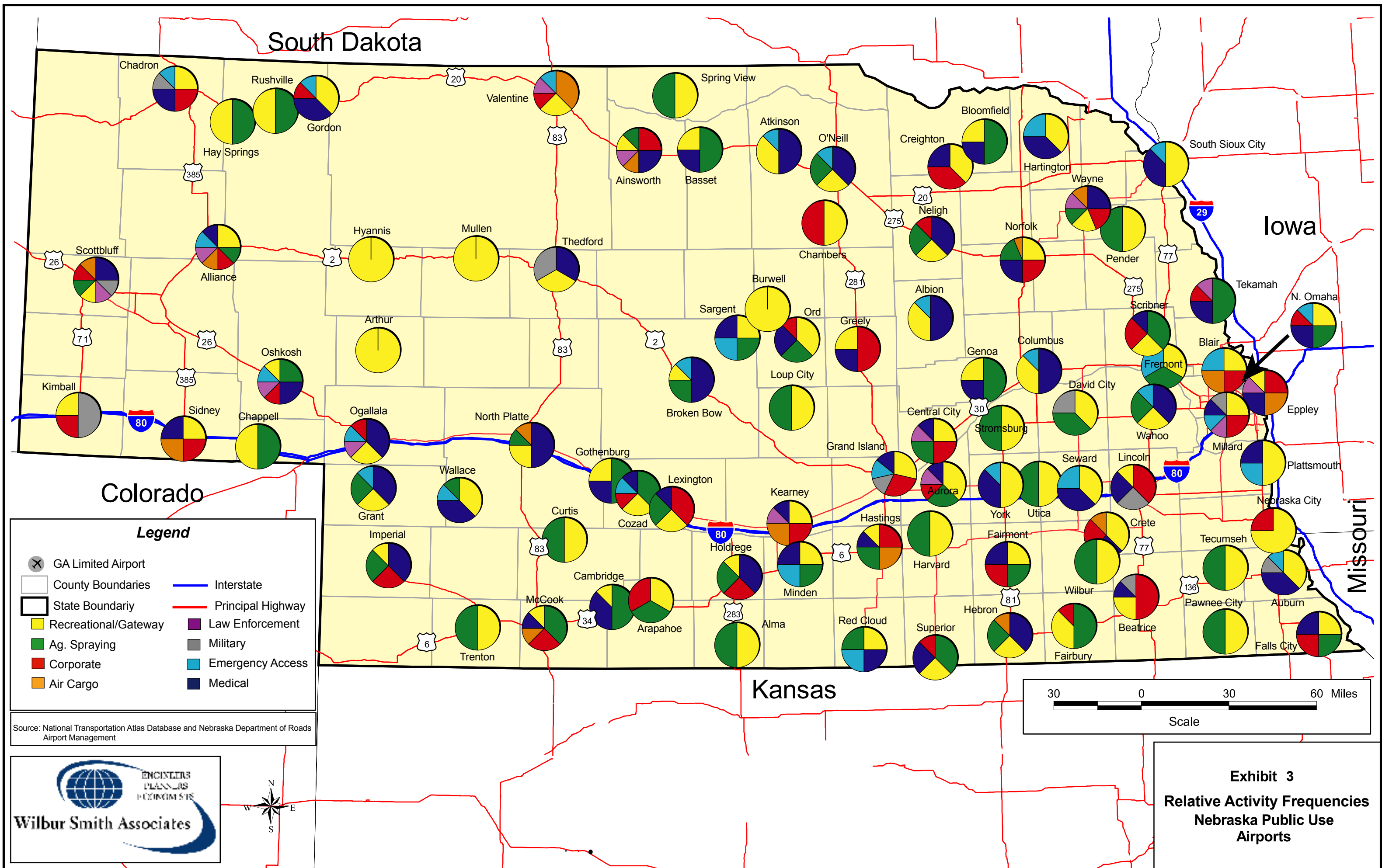
Table 24
ON-AIRPORT ACTIVITIES

Associated City	AIRPORT NAME	Recreation/Personal Use	Ag. Spraying	Business Use	Aerial Inspect.	Ship Perish.	Air Cargo	Recreation Gateway	Special Events	Law Enforcement	Prison Transport	Military	Career/Flight Training	Search/Rescue	Environmental Patrol	MedEvac	Physician Travel	Medical Shipments	Firefighting	Aerial Photography	Real Estate	Banner Tow	Traffic/News	Air Shows
National Airports																								
Alliance	Alliance Municipal	H	H	M	M	M	H	M	L	H	L	L	M	L	L	M	H	M	L	L	L		L	
Beatrice	Beatrice Municipal	M	H	M	M	L	H	M		L	L	M	H	L	L	L	L	L	L	L			L	
Chadron	Chadron Municipal	M	L	M	L		L	M	L	L	L	M	M	M	L	H	H	M	L	L	L			
Columbus	Columbus Municipal	H	L	L	L	L	L	M	M	L	L	L	L	L	L	H	M	M	M	L	L			
Fremont	Fremont Municipal	M		M	M			L		L	L	L	M	M	L		L	L		M	M	L		
Grand Island	Central Nebraska Regional	H	L	H	L	H	H	M	M	M	M	M	H	M	L	M	L	L	L	L	L			
Hastings	Hastings Municipal	M	H	H	L	L	H			L				M			M	L	L	L				
Kearney	Kearney Municipal	H	H	H	L	H	H	M	M	M	M	M	H	L	L	H	L	L		L	L	L		L
Lincoln	Lincoln Municipal	M		H		M	L	L	L	L	L	H		L			M	H	M	L		L	L	L
McCook	McCook Municipal	M	H	M		L	M	L	L	L			L	L			M	H	M	L			L	L
Norfolk	Karl Stefan Memorial	H	H	H	L	L	M	L	H	L	L	L	L	L	L	H	H	H		M		L	M	L
North Platte	North Platte Regional/Lee Bird	M	M	H			M	L	L	L				M		M	H	M	L	L				L
Omaha	Eppley Field	M	L	H	M	H	H	M	M	H	H	M	M	M	M	H	H	H	L	M	M		H	
Plattsmouth	Plattsmouth Municipal	H	L	L				M				L	L	L		H	M	M	M					
Scottsbluff	Western Nebraska Regional	H	H	H	L	M	H	L	L	H	M	M	M	L	L	M	H	M	L	L	L			
Sidney	Sidney Municipal	H		H	M	L	H	M	M	L	L	L	H	L		M	H	M		L	L			L
Valentine	Miller Field	M		M		L		M		M				M		H	H	H	M	M				
York	York Municipal	H	L	H	H	L		M	L	M		M	H	L	L	M	L	L		L				L
Regional Airports																								
Ainsworth	Ainsworth Municipal	M	M	M	M		M	L	L	L				L		H	H	L	L	L	L			
Albion	Albion Municipal	H	L	L				M					L	L	L		H	M	M					
Blair	Blair Municipal	M		M	L		M		L	L			L	H	M		L	L	L		L	L	L	
Broken Bow	Broken Bow Municipal	H	H	L				M	L	L	L	L	L	L	L	H	M	M	M	L	L			
Crete	Crete Municipal	H	L	M	M	L	M	H	M	L	L	H	H			M	M	L		M	L			
Falls City	Brenner Field	M	M	M	L	L	L			L	L	L	M	L		L	M	L		L				
Gordon	Gordon Municipal	H	L	M	L	L	L	M	M	L	L	L	M	M	L	H	M	H	L	M	M	L	L	M
Holdrege	Brewster Field	M	H	M	L			L	L	L	L	L	L	L	L	M	H	M		L	L	L	L	L
Imperial	Imperial Municipal	M	H	H	L				L	L	L		L	L	L	H	H	H	L	L	L			L
Kimball	Kimball Municipal	M	L	M	L		L	M	M	L		H	L	L	L	M	L	L	L	L	L			L
Lexington	Jim Kelly	H	H	H	L		L	L	L			L	M	L	L	L	M	L	L	L	L			L
Nebraska City	Nebraska City Municipal	H	L	M	L				L	L			L		L	L	L	L		L				L
Neligh	Antelope County	M	H	M	L			L	M	L	L	L	M	L		M	H	M	L	L	L			M
Ogallala	Searle Field	H	L	L				M					L	L	L		H	M	M					
Omaha	Omaha-Millard Field	H	L	H	M	L	L	H	L	M	M	M	H	M	M	M	L	M	L	M	M		H	
O'Neill	O'Neill Municipal/John Baker Field	H	L	L				M				L	L	L		H	M	M	M					
Ord	Evelyn Sharp Field	H	M	M	L			L	L	L	L		L	L		M	M	M		M	M			L
Seward	Seward Municipal	H	L	L	L			M	L	L	L	L	L	L	L	H	M	M	M	L	L			
Superior	Superior Municipal	M	H	M	L			L	M					L	L	L	M	L	L	L				L
Wahoo	Wahoo Municipal	H	H	L				M	L	L	L	L	L	L	L	H	M	M	M	L	L			
Wayne	Wayne Municipal	H	M	H	L	L	M	M	M	M	L	L	M	L	L	L	M	H	L	M	L			
Local Airports																								
Atkinson	Atkinson Municipal	H	L	L				M				L	L	L		H	M	M	M					
Auburn	Farrington Field	H	L	L	L	L		L	M	L	L	L	L	L		M	L		M	M				L
Aurora	Aurora Municipal	H	H	M	M			L	L	M	L	L	L	L	L	L	M	L	L	L	L			
Cambridge	Cambridge Municipal	L	H	L					L	L						L	L	L						
Central City	Central City	H	H	M	L				M	M		L	M		L	L	M	L		L	L			L
Cozad	Cozad Municipal	M	H	M					M								M		L					
Creighton	Creighton Municipal	M	L	M	L		L	M	M	L	L		L	L	L	L	H	L	L	L				L
Curtis	Curtis Municipal	M	H	L	L			L					L	L			L	L	L					L
David City	David City Municipal	M	H	L				L	M	L	L	M	L			L	L	L		L	L			M
Fairbury	Fairbury Municipal	M	H	M				L	M	L	L		L	L		L	L			L	L			L
Fairmont State	Fairmont State	M	M	M	L							L	L	L			M		L					L
Grant	Grant Municipal	H	H	L	L			M	L	L	L	L	L	L	L	H	H	M	M	L	L			
Hartington	Hartington Municipal	H	L	L				M				L	L	L		H	M	M	M					
Hebron	Hebron Municipal	M	M	L	L				M		L		L			M	M	M		L	L			
Hyannis	Grant County	M	L	L				L	L							L	L	L						
Loup City	Loup City Municipal	H	H	L		L		M	L	L					L	L	L	L		L	L			
Minden	Pioneer Village Field	H	H	L	L			M	L	L	L	L	L	L	L	H	M	M	M	L	L			
Omaha	Omaha-North	M	M	L	L			L	L	L	L	L	L	L	L	M	M	M	M	M	L			
Oshkosh	Garden County	M	M	M				M		M				M	L	H	M	M	M	M	M			
Red Cloud	Red Cloud Municipal	H	M	L				M				L	L	L		H	M	M	M					
Scribner	Scribner State	M	M	M										L			L			L				
South Sioux City	Martin Field	H	L	L	L			M	M	L	L	L	L	L	L	H	M	M	M	L	L			M

Table 24 (cont.)
ON-AIRPORT ACTIVITIES

Associated City	AIRPORT NAME	Recreation/Personal Use	Ag. Spraying	Business Use	Aerial Inspect.	Ship Perish.	Air Cargo	Recreation Gateway	Special Events	Law Enforcement	Prison Transport	Military	Career/Flight Training	Search/Rescue	Environmental Patrol	MedEvac	Physician Travel	Medical Shipments	Firefighting	Aerial Photography	Real Estate	Banner Tow	Traffic/News	Air Shows
Tekamah	Tekamah	M	H	L	H			L	L	M		L	L		L	M	L	L	L					L
Thedford	Thomas Co.	H	L	L	L			M	L	L	L	L	L	L	L	H	M	M	M	L	L			
Wallace	Wallace Municipal	H	M	L				M				L	L	L		H	M	M	M					
Limited Airports																								
Alma	Alma Municipal	M	M	M	L			L		L			L	L	L	L	L	L	L	L	M			
Arapahoe	Arapahoe Municipal	M	M	H	L		L	M	L					L	L	L	L	L			M	M		
Arthur	Arthur Municipal	L																						
Bassett	Rock County	L	H	M												L	M	L						
Bloomfield	Bloomfield Municipal	M	H	M	L			L	M	M	L			L	L	L			L	L	L			L
Burwell	Cram Field	M	L					L									L							
Chambers	Perkins Memorial	M		M												L	L	L						
Chappell	Billy G Ray Field	M	M	M	L			L		L			L	L		L	L	L	L					
Genoa	Genoa Municipal	M	L	M	L			L	M	L		L	L			L	L			L	L			L
Gothenburg	Quinn Field	L	M	L				L	L			L	L	L		L	L		L	L				L
Greeley	Greeley Municipal	M	L	H	L			M		L			L	L	L	L	L	L	L	L	L		L	L
Harvard	Harvard State Airfield	M	M					L						L			L			L				L
Hay Springs	Hay Springs Municipal	M	M	M	L			L		L			L	L		L	L	L	L					
Mullen	Hooker County	L	L	L																				
Pawnee City	Pawnee City Municipal	M	M	M	L			L		L			L	L		L	L	L	L					
Pender	Pender Municipal	M	M	M	L			L		L			L			L	L	L	L					
Rushville	Modisett Field	M	H	L	L			M	L	L	L			L	L	L	L	L	L	L				
Sargent	Sargent Municipal	M	M	L	L			M	L	L				L	L	L	M	L	M	L	L			L
Springview	Springview Municipal	M	M	M	L			L		L			L	L		L	L	L	L					
Stromsburg	Stromsburg Municipal	L	M	L								L					L			L				
Tecumseh	Tecumseh Municipal	H	M	M	M			L	L	M	L	M				L	M	L		M	L			L
Trenton	Trenton Municipal	M	L	L						L						L				L				
Utica	Flying "V"	M	M	M	L			L		L			L	L		L	L	L	L					
Wilber	Wilber Municipal	M	M	M	L			L		L			L	L		L	L	L	L					

Source: Airport management data, hospital survey data and ag sprayer survey data.



8. BUSINESS USE OF NEBRASKA AIRPORTS

Many businesses throughout the U.S. depend on commercial service airlines as well as on general aviation aircraft to add to their productivity and efficiency. Previous sections of this economic impact analysis have quantified the economic benefits associated with the activities of aviation-related on-airport tenants and of the visitors who arrive in the State via general aviation aircraft and commercial airlines. The many qualitative health, welfare, and safety benefits of Nebraska's system of airports have also been highlighted. But these measures alone do not represent the full spectrum of benefits that the State derives from the day-to-day operation of its airport system. Many employers are the benefactors of valued-added benefits that result from the increased efficiency of air travel. This section discusses the additional benefits that non-aviation businesses throughout Nebraska gain as a result of the operation of the State's system of airports.

Nebraska's airline-served airports are essential to the economic vitality of the citizens and businesses of Nebraska. Without these airports, the State would be severely hampered in its ability to participate in an increasingly global community and marketplace. Commercial air service makes possible the quick movement of millions of people and millions of dollars worth of goods to markets around the world. Nebraska needs to be able to compete in global markets, and there is often no practical alternative to air transportation. Similarly, the growth of a competitive domestic economy depends more and more on the ability to move by aircraft.

A major benefit of Nebraska's airports with airline service is the State's ability to use air transportation to support its competitive advantage in a global economy. Today's economy can present commercial opportunities at any time and in any place. To remain competitive and take advantage of potential opportunities, Nebraska must be able to move people and products anywhere in the world safely, quickly, and conveniently. Air transportation is the preeminent means for commerce and communication, with long-range jet aircraft providing nonstop air service to major cities. The overall benefit of Nebraska's airline-served airports is enormous.

Tourism, which depends on the airlines, is Nebraska's third largest earner of revenue from outside the state after agriculture and manufacturing. Statewide, travel and tourism directly employs approximately 46,200 people². No Nebraska citizen has to look far to find a friend, neighbor, or relative who is employed by a company that relies on Nebraska's airline-served airports. The transportation benefit provided by these 10 airports in Nebraska is significant.

Many of the nation's leading employers that use general aviation as a business tool are members of the National Business Aircraft Association (NBAA). The NBAA's *Business Aviation Fact Book 2000* indicates that approximately 70 percent of all businesses included in the *Fortune 500* operate general aviation aircraft. In addition, 90 of the *Fortune 100* companies operate general aviation aircraft. A detailed analysis conducted for NBAA in 1998 also indicated that among the *Fortune 500* there were more than twice as many companies operating general aviation aircraft as non-operators.

Business use of general aviation aircraft can range from the rental of small single-engine aircraft to

² Nebraska Department of Economic Development, <http://info.neded.org/tourfact.htm>, 2002 Statistics

multiple aircraft corporate fleets that are supported by dedicated flight crews and mechanics. The use of general aviation aircraft allows employers to efficiently transport priority personnel and air cargo. Businesses use general aviation aircraft to link multiple office locations and to reach existing and potential customers. The use of business aircraft by smaller companies has escalated as various chartering, leasing, time-sharing, interchange agreements, partnerships, and management contracts have emerged. NBAA statistics support this claim by indicating that the number of flight departments among all the nation's businesses increased from 6,584 in 1991 to 8,778 in 2000, an increase of approximately 33 percent. Fractional ownership arrangements have also experienced a recent rapid growth. In 1998, NBAA estimated that 1,125 companies used fractional ownership arrangements; by 2000 that number had grown to 1,693 companies, a growth of over 50 percent in a single year.

Regardless of how the aircraft are owned or what type of aircraft is flown, businesses choose to use general aviation because it provides safe, efficient, flexible, and reliable transportation. Of all the benefits provided to business by general aviation, flexibility is the highest ranked factor by all businesses using general aviation aircraft. While there are many reasons that businesses use general aviation in their day-to-day operation, the top 10 factors, according to the businesses contacted by the NBAA, are as follows:

- ❑ *Flexibility*
- ❑ *Time Savings*
- ❑ *Reliability*
- ❑ *Safety*
- ❑ *Improved Marketing Efficiency*
- ❑ *Facility/Branch Office Control*
- ❑ *Personnel Development Training*
- ❑ *Privacy and Comfort*
- ❑ *Efficiency*
- ❑ *Security*

One other benefit that is becoming increasingly important to both employees and employers using general aviation aircraft for business travel is that it minimizes non-business hours away from home. Using business aircraft increases the flexibility of scheduling and provides rapid, safe, and efficient access to meeting locations. These factors allow employees using general aviation aircraft to travel to and from their destination in less time than would be required by a traditional commercial service airline schedule. The positive effect that minimizing non-business time away from home has on employee morale and productivity is impossible to measure, yet growing in importance.

The use of general aviation as a business tool adds to productivity and to the bottom line. According to an NBAA survey of key *Forbes* and *Fortune 500* companies, those businesses that use general aviation aircraft routinely significantly outperform businesses that do not use general aviation aircraft. Performance indicators such as annual sales, number of employees, value of assets, and annual income are significantly higher for employers using general aviation aircraft.

9. MEASURING VALUE ADDED IMPACTS

Approximately 3,000 businesses throughout Nebraska were surveyed to assess their dependence on aviation. The 3,000 businesses included in the survey were randomly selected from a pool of businesses in the manufacturing, transportation, telecommunications, engineering/consulting, and utility sectors. The sectors targeted in this study represent those with greater propensities to use airline service and general aviation.

The survey was generally oriented towards gaining information on business use of aviation. Survey results indicate that many businesses depend on the system of airports on a daily basis. Without access to general aviation and airline-served airports, businesses indicated that their companies would be forced to cut employment or possibly relocate to an area with adequate access. Approximately 18 percent of all survey respondents indicated that their company owns, has fractional ownership, leases, or charters general aviation aircraft. In addition, approximately 32 percent of the respondents indicated that they have customers or suppliers who travel by general aviation to visit the surveyed company. Surveyed businesses indicated that commercial airline service is vitally important to Nebraska businesses. Approximately 70 percent of the survey respondents indicated that they have employees who travel by commercial airline service to conduct business. Approximately 58 percent of the respondents indicated that they have customers or clients who visit them using commercial airline service. Over 75 percent of respondents indicated they use integrated express cargo carriers such as UPS and FedEx, on a regular basis. These statistics provide some insight as to the importance of aviation to Nebraska's business community.

To estimate the statewide dependence on Nebraska's system of airports, each business surveyed was asked to provide information regarding its reliance on both general aviation and commercial air service for employment and sales. Considering the number and variety of businesses in the State, it is impossible to make exact estimates of the value-added benefit that Nebraska businesses derive from their use of the airport system. It is possible, however, to make estimates of aviation's importance to non-aviation businesses included in some specific economic sectors.

Each respondent to the non-aviation business survey was asked to estimate the percentage of employment reduction they would anticipate if, for some reason, general aviation and commercial airline service ceased to be available. Statewide, surveyed employers estimated a 15.2 percent reduction in their current employment levels without commercial airline service.

This survey focused on those types of businesses that have a high propensity to use aviation services, and a sample of the following SIC codes and types of businesses was surveyed:

- | | |
|---------------------------|--|
| • SIC Codes 20 through 39 | <i>Manufacturing</i> |
| • SIC Codes 40 through 49 | <i>Transportation, Communications, and Utilities</i> |
| • SIC Codes 50 through 51 | <i>Wholesale Trade</i> |
| • SIC Codes 60 through 67 | <i>Finance, Insurance and Real Estate</i> |
| • SIC Codes 70 through 79 | <i>Business and Personal Services</i> |
| • SIC Code 87 | <i>Engineering, Architectural, and Accounting</i> |

By applying the survey results to the State's total number of employees *in only those SIC codes*

surveyed in this analysis, (approximately 289,800 employees); it is possible to develop an estimate of total employment in these sectors that is dependent on aviation. The results are as follows:

- *Statewide, approximately 44,000 full-time positions (15.2 percent of the 289,800 total employees in the sectors identified above) are dependent on airline service.*
- *Statewide, approximately 14,500 full-time positions (5.0 percent of the 289,800 total employees in the sectors identified above) are dependent on general aviation airports and services.*
- *Statewide, a total of approximately 58,500 full-time positions in the sectors identified above are in some way dependent on aviation.*

It is important to note that the 58,500 full-time positions identified through the survey process as being dependent on aviation are in the surveyed sectors. A large number of other economic sectors exist in Nebraska. Although these additional sectors may not have as high of a propensity to use aviation as the sectors included in the survey process, it is safe to assume that some portion of the total employment in these additional sectors is also dependent on aviation. Total employment identified as being dependent on aviation in this process is therefore a conservative estimate.

The final section of the business survey asked respondents to rank the importance of various factors that they would consider if they are contemplating relocating or expanding. Overall, the availability of an airport with airline service ranked fourth for its importance, and proximity to general aviation facilities ranked eighth out of the 13 factors considered. Highway access, labor supply, and availability of a trained workforce ranked first, second, and third, respectively. The rankings of the 13 location factors included in the survey are as follows:

- *Convenient highway access*
- *Availability of a trained workforce*
- *Tax incentives*
- ***Convenient airline access***
- *Proximity of suppliers*
- *Academic or cultural centers*
- *Urban business district*
- ***Convenient general aviation access***
- *Raw materials*
- *Natural resources*
- *Historic location*
- *Rail transportation facilities*
- *Water transportation facilities*

Businesses were also asked to indicate the impact of the 9/11 terrorist impacts to their aviation activity. The results are as follows:

- *Approximately 80 percent of the respondents indicated their use of commercial airline service for business functions remained unchanged.*

- *Approximately 18 percent of the respondents indicated their use of commercial airline service for business functions decreased. Commercial airline service activity decreased on average 32 percent among respondents*
- *Approximately 2 percent of the respondents indicated their use of commercial airline service for business functions increased. Aviation activity increased on average 33 percent among respondents.*
- *Approximately 91 percent of the respondents indicated their use of general aviation aircraft for business functions remained unchanged.*
- *Approximately 5 percent of the respondents indicated their use of general aviation aircraft for business functions decreased.*
- *Approximately 4 percent of the respondents indicated their use of general aviation aircraft for business functions increased. All respondents in this group own, lease or charter aircraft and, on average, increased their general aviation activity by 50 percent.*

The overall results of the business survey may be summarized as follows:

- *Approximately 70 percent of the respondents indicated they use commercial airline service related to their routine business functions.*
- *Approximately 18 percent of the survey respondents indicated they use general aviation aircraft related to their business activities by owning, leasing, or chartering.*
- *Approximately 58 percent of the responding businesses indicated that they have customers or suppliers who rely on commercial airline service when conducting business with their company.*
- *Approximately 32 percent of the responding businesses indicated that they have customers or suppliers who rely on general aviation aircraft when conducting business with their company.*
- *Employers indicated that, without the commercial airline service, total employment would be reduced by approximately 15.2 percent.*
- *Employers indicated that, without access to general aviation services and general aviation airports, total employment would be reduced by approximately 5.0 percent.*
- *Employers responding to the survey indicated that their employees make a total of approximately 27,500 annual commercial service airline trips and that their suppliers and clients make a total of approximately 13,000 annual commercial service airline trips at Nebraska airports.*

- *The most significant impacts caused by the terrorist attacks of 9/11 were to businesses using commercial service airlines for business functions. Eighteen percent of the respondents indicated their use of commercial airline service for business functions decreased. Commercial airline service activity decreased on average 32 percent among respondents.*

10. ECONOMIC IMPACTS BY AIRPORT

The preceding economic impact analysis summarizes the significant contribution that Nebraska's system of airports makes to the State's economy. As shown by the results of the analysis, airports support first-round, as well as secondary, employment, payroll, and output benefits. These benefits come from on-airport tenants, commercial airline visitors and general aviation visitors, and capital improvement-related construction projects. The following appendices present the individual impact that each system airport provides. The individual findings for each airport are presented alphabetically by the airport's associated city.

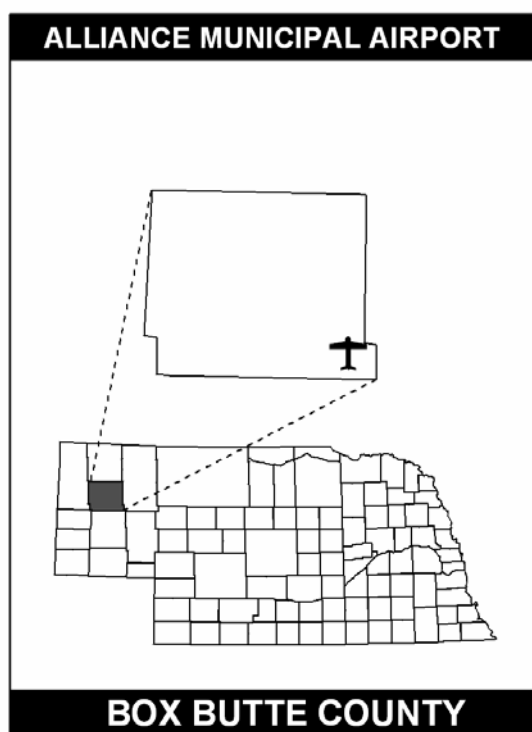
AIRPORT-SPECIFIC NARRATIVES

National Airports

Airport Location

Alliance Municipal Airport is located 3 miles southeast of Alliance, Nebraska, in Box Butte County. Alliance has a population of 9,555. The 3,500-acre airport opened in 1948. The primary runway, Runway 12/30, is an asphalt runway measuring 9,202 feet in length and 150 feet in width. Major employers in the community include Burlington Northern Santa Fe Railroad, Parker-Dayco, AEP, Perrin Manufacturing, Vitalix, Box Butte General Hospital and Alliance Public Schools. Local attractions include Carhenge and the Knight Museum of the High Plains Heritage.

The airport, with 51 based aircraft, experiences approximately 15,000 annual operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round

benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were seven aviation-related tenants on the airport who supported 24 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$2.02 million annually. The estimated direct annual payroll of these tenants is \$432,800. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 418 visitors arrived via Alliance Municipal Airport in 2002. Commercial airline visitor-related output (spending) supported an additional six full-time jobs for employees earning \$100,200 annually. Output from commercial airline visitors is estimated at \$179,100. Operational data indicated that approximately 3,270 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional seven full-time jobs with a total annual payroll of \$111,900. Output from general aviation visitors is estimated at \$176,400.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as

they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Alliance Municipal Airport was approximately \$3.42 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 43 jobs. A total annual payroll of approximately \$960,200 is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Alliance Municipal Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to airline and corporate aircraft such as those belonging to Burlington Northern-Santa Fe Railroad, Parker-Dayco, and Vitalix. The airport is also the base for an aerial applicator service.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Box Butte General Hospital uses the airport on average 67 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Scottsbluff, Chadron and Denver. In addition, the hospital uses aircraft 15 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Located on the airport is a U.S. Postal Service facility and aircraft. Suburban Air Freight uses the airport five days per week. Area law enforcement agencies base training and operations at the field frequently.

The airport serves as a gateway for tourist and recreational activities, such as hunting in nearby

wilderness areas in the Sand Hills. Additionally, the airport hosts charity events, such as a fly-in for the Make-A-Wish Foundation. The airport leases some of its acreage to area ranchers.

Summary

On an annual basis, Alliance Municipal Airport currently provides the following total benefits:

Alliance Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport			
Activity	16	10	26
GA Visitors	7	2	9
CA Visitors	<u>6</u>	<u>2</u>	<u>8</u>
Total	29	14	43
PAYROLL			
	First Round	Secondary	Total
On-Airport			
Activity	\$432,800	\$187,400	\$620,200
GA Visitors	\$111,900	\$64,000	\$175,900
CA Visitors	<u>\$100,200</u>	<u>\$63,900</u>	<u>\$164,100</u>
Total	\$644,900	\$315,300	\$960,200
OUTPUT			
	First Round	Secondary	Total
On-Airport			
Activity	\$2,016,800	\$830,400	\$2,847,200
GA Visitors	\$176,400	\$107,100	\$283,500
CA Visitors	<u>\$179,100</u>	<u>\$108,300</u>	<u>\$287,400</u>
Total	\$2,372,300	\$1,045,800	\$3,418,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

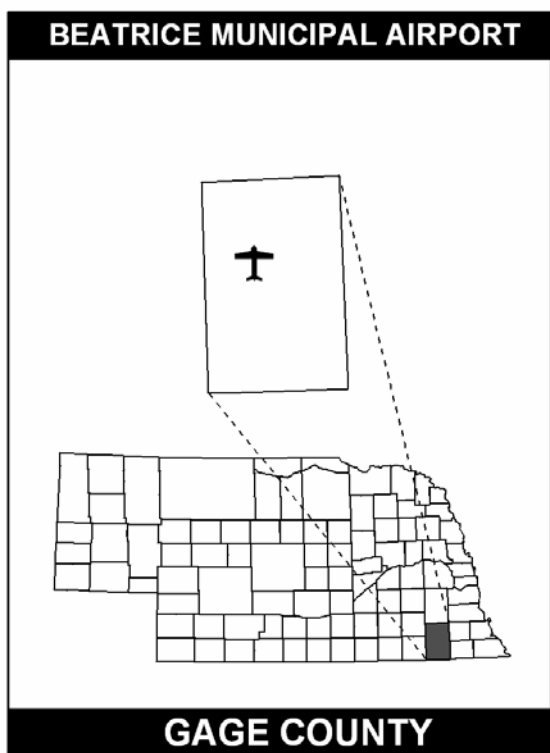
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Beatrice Municipal Airport is located 3 miles north of Beatrice, Nebraska, in Gage County. Beatrice has a population of 12,264. The 643-acre airport opened in 1946. The primary runway, Runway 17/35, is an asphalt-concrete runway measuring 5,602 feet in length and 100 feet in width. Major employers in the community include Exmark Manufacturing Company, Inc., Store Kraft Manufacturing Company, NEAPCO, American Tool Company, and Husqvarna Turf Care Division. Local attractions include Homestead National Monument of America and the Gage County Historical Museum.

The airport, with 21 based aircraft, experiences approximately 10,058 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported 11 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.13 million annually. The estimated direct annual payroll of these tenants is \$252,100. Operational data indicated that approximately 2,572 visitors used the airport. Visitor-related spending supported an additional five full-time jobs for employees earning over \$88,000 annually. Indirect output from general aviation visitors is estimated at \$138,900.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN

multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Beatrice Municipal Airport was approximately \$1.85 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 24 persons, with a total annual payroll (first round and secondary) of approximately \$491,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Beatrice Municipal provides several services to the local community. The airport is a base for local recreational flyers, as well as for corporate activity. An aerial application service uses the airport as its base in the growing season. The airport has a certified flight instructor available to the public. Suburban Air Freight runs about 20 flights per week from the airport as a contract carrier for UPS. The airport is frequently used by the military for exercises and training. On occasion, other government agencies utilize the airport for operations. Law enforcement, firefighting, search and rescue, medical evacuation, and environmental patrol are reported as occasional activities at the airport.

Summary

On an annual basis, Beatrice Municipal Airport currently provides the following total benefits:

Beatrice Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	11	6	17
GA Visitors	<u>5</u>	<u>2</u>	<u>7</u>
Total	16	8	24
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$252,100	\$100,300	\$352,400
GA Visitors	<u>\$88,500</u>	<u>\$50,600</u>	<u>\$139,100</u>
Total	\$340,600	\$150,900	\$491,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,129,900	\$500,100	\$1,630,000
GA Visitors	<u>\$138,900</u>	<u>\$84,400</u>	<u>\$223,300</u>
Total	\$1,268,800	\$584,500	\$1,853,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

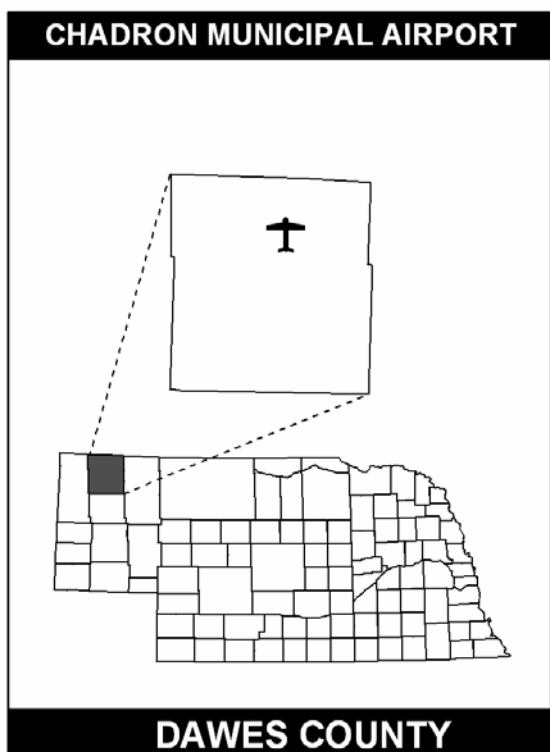
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Chadron Municipal Airport is located four miles west of Chadron, Nebraska, in Dawes County. Chadron has a population of 5,698. The 716-acre airport opened in 1939. The primary runway, Runway 02/20, is a concrete runway measuring 6,001 feet in length and 100 feet in width. The major employer in the community is Chadron State College. Local attractions include Chadron State Park, Nebraska National Forest Pine Ridge District, Museum of Fur Trade, and Dawes County Historical Society Museum.

The airport, with 14 based aircraft, experiences approximately 4,250 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and

associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport who supported 11 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.09 million annually. The estimated direct annual payroll of these tenants is \$286,400. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 488 visitors arrived via Chadron Municipal Airport in 2002. Commercial airline visitor-related output (spending) supported an additional seven full-time jobs for employees earning \$116,900 annually. Output from commercial airline visitors is estimated at \$209,100. Operational data indicated that approximately 1,089 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional two full-time jobs with a total annual payroll of \$36,700. Output from general aviation visitors is estimated at \$58,800.

Secondary Impact

The first round impacts associated with on-airport tenants, commercial airline visitors, and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 direct, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants, commercial airline visitors, and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Chadron Municipal

Airport was approximately \$1.59 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 31 persons. A total annual payroll of approximately \$661,000 is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Chadron Municipal Airport provides several services to the local community. The primary benefit that the community receives is scheduled commercial airline service on Great Lakes to Denver. This airline service provides important access to the country's transportation system. The airport also provides a facility for a moderate amount of corporate and recreational activity. The airport's Fixed Base Operator (FBO) services and maintains aircraft of all types, and offers a number of services to pilots. The airport also frequently accommodates military, police, fire and medical flights.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Chadron Community Hospital uses the airport on average 173 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Rapid City and Scottsbluff. In addition, the hospital uses aircraft 65 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, Chadron Municipal Airport currently provides the following total benefits:

Chadron Municipal Airport			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	11	7	18
GA Visitors	2	1	3
CA Visitors	<u>7</u>	<u>3</u>	<u>10</u>
Total	20	11	31
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$286,400	\$125,400	\$411,800
GA Visitors	\$36,700	\$21,000	\$57,700
CA Visitors	<u>\$116,900</u>	<u>\$74,600</u>	<u>\$191,500</u>
Total	\$440,000	\$221,000	\$661,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$825,000	\$336,300	\$1,161,300
GA Visitors	\$58,800	\$35,700	\$94,500
CA Visitors	<u>\$209,100</u>	<u>\$126,400</u>	<u>\$335,500</u>
Total	\$1,092,900	\$498,400	\$1,591,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

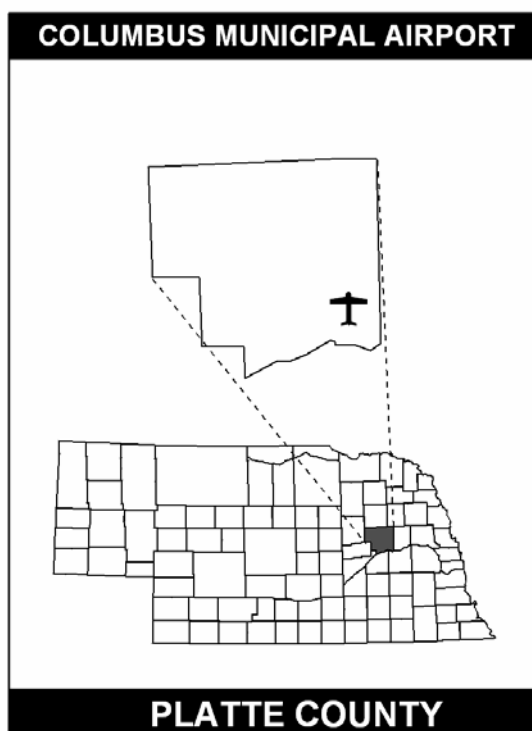
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Columbus Municipal Airport is located one mile northeast of Columbus, Nebraska, in Platte County. Columbus has a population of 20,678. The 602-acre airport opened in 1946. The primary runway, Runway 14/32, is an asphalt-concrete runway measuring 6,800 feet in length and 100 feet in width. Major employers in the community include Becton Dickinson, Behlen Manufacturing Co., EGS Electrical Group, Vishay/Dale Electronics, CAMACO, Carneco, FLEXcon Company, Minnesota Corn Processors, Columbus Hydraulics and Orion Corporation. Local attractions include Platte County Fair/Columbus Races, U.S. 30 Speedway, and the Platte County Historical Society.

The airport, with 43 based aircraft, experiences approximately 15,000 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and

government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were five aviation-related tenants on the airport, including airport management, who supported 46 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$6.82 million annually. The estimated direct annual payroll of these tenants is \$2,494,100. Operational data indicated that approximately 947 visitors used the airport. Visitor-related spending supported an additional ten full-time jobs for employees earning approximately \$167,000 annually. Indirect output from general aviation visitors is estimated at \$264,600.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Columbus Municipal Airport was approximately \$9.68 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 81 persons, with a total annual payroll (first round and secondary) of approximately \$3.63 million associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Columbus Municipal Airport provides several services to the local community. The airport primarily serves Columbus' recreational and corporate pilots. The airport's Fixed Base Operator maintains and repairs aircraft, and offers a number of services for pilots. The airport is home to Nebraska Public Power District's corporate hangar, from which inspections and repair dispatches are based. The airport also houses an FAA flight service station, which acts as an information center for pilots all over the State. Additionally, the airport accommodates a UPS contract carrier, which allows businesses and residents in the city to ship freight and priority materials. The airport accommodates flights by emergency personnel, especially physician flights and medical evacuations.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Alegen Health Memorial Hospital and Columbus Community Hospital use the airport on average six times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Omaha and Lincoln. In addition, the hospital

use aircraft 13 times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Columbus Municipal Airport currently provides the following total benefits:

Columbus Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	46	22	68
GA Visitors	<u>10</u>	<u>3</u>	<u>13</u>
Total	56	25	81
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$2,494,100	\$877,500	\$3,371,600
GA Visitors	<u>\$167,000</u>	<u>\$95,500</u>	<u>\$262,500</u>
Total	\$2,661,100	\$973,000	\$3,634,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$6,824,400	\$2,433,900	\$9,258,300
GA Visitors	<u>\$264,600</u>	<u>\$160,700</u>	<u>\$425,300</u>
Total	\$7,089,000	\$2,594,600	\$9,683,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

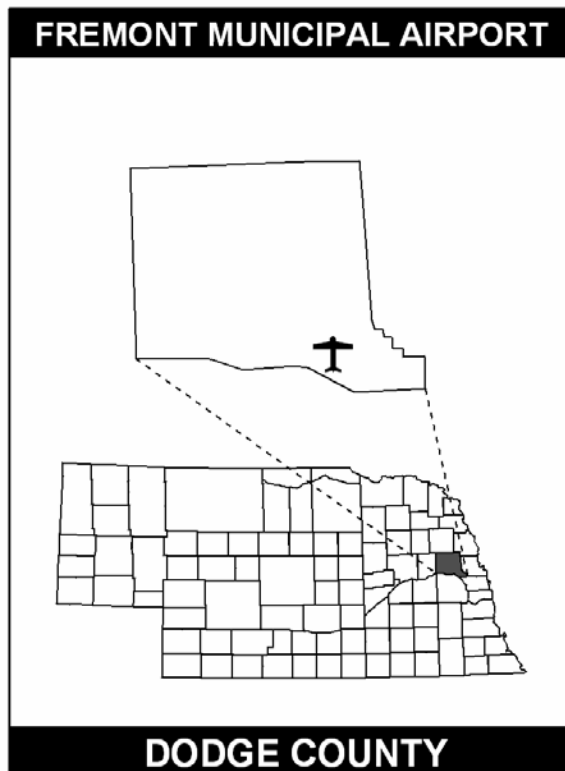
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Fremont Municipal Airport is located two miles northwest of Fremont, Nebraska, in Dodge County. Fremont has a population of 24,591. The 639-acre airport opened in 1942. The primary runway, Runway 13/31, is an asphalt-concrete runway measuring 5,500 feet in length and 100 feet in width. Major employers in the community include Hormel Foods Corporation, Fremont Area Medical Center, Fremont Public Schools, Wal-Mart Store, Inc., Oriental Trading Company, Oilgear, TEK Industries, Midland Luther College, ENCORE/HRM Transportation, and The Furst Group. Local attractions include the Fremont Dinner Train and the Fremont & Elkhorn Valley Railroad, as well as outdoor activities on the Platte River at Fremont Lakes State Recreation Area. Fremont is also the starting point of the Lewis and Clark Land Tour, a scenic drive stretching to Niobrara.

The airport, with 43 based aircraft, experiences approximately 20,150 annual operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported eight employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$3.6 million annually. The estimated direct annual payroll of these tenants is \$209,700. Operational data indicated that approximately 3,380 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning over \$115,200 annually. Indirect output from general aviation visitors is estimated at \$182,300.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Fremont Municipal Airport was approximately \$5.56 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 21 jobs, with a total annual payroll (first round and secondary) of approximately \$470,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Fremont Municipal Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to corporate aircraft. Several area companies have aircraft at the field, including Dugan Funeral Service, Independent Technology, R&M Consulting, Taylor & Martin, and Victory Marine. Other corporate users of the airport include Hormel, Wal-Mart, Valmont, ADM, and Hy-bee. The airport's Fixed Base Operator (FBO) offers full-service aircraft support, including maintenance for piston and turboprop aircraft. Des Moines Flying Service sells a range of aircraft at the airport.

The airport assists local police and fire and rescue authorities by providing a base for State Patrol activities, including search and rescue, prisoner exchange, and emergency management survey flights. The airport is also the location of a number of community activities, such as the Experimental Aircraft Association's "Young Eagles" program, a Civil Air Patrol youth encampment for young pilots, and school tours. The local Civil Air Patrol also holds its training activities at the airport. The airport also sells airplane rides at the town's annual John C. Fremont days.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to

bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Fremont Area Medical Center uses the airport occasionally for emergency patient transfer via air ambulance.

Summary

On an annual basis, Fremont Municipal Airport currently provides the following total benefits:

Fremont Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	8	4	12
GA Visitors	<u>7</u>	<u>2</u>	<u>9</u>
Total	15	6	21
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$209,700	\$79,200	\$288,900
GA Visitors	<u>\$115,200</u>	<u>\$65,900</u>	<u>\$181,100</u>
Total	\$324,900	\$145,100	\$470,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$3,563,700	\$1,708,700	\$5,272,400
GA Visitors	<u>\$182,300</u>	<u>\$110,700</u>	<u>\$293,000</u>
Total	\$3,746,000	\$1,819,400	\$5,565,400

Source: Wilbur Smith Associates & IMPLAN multipliers

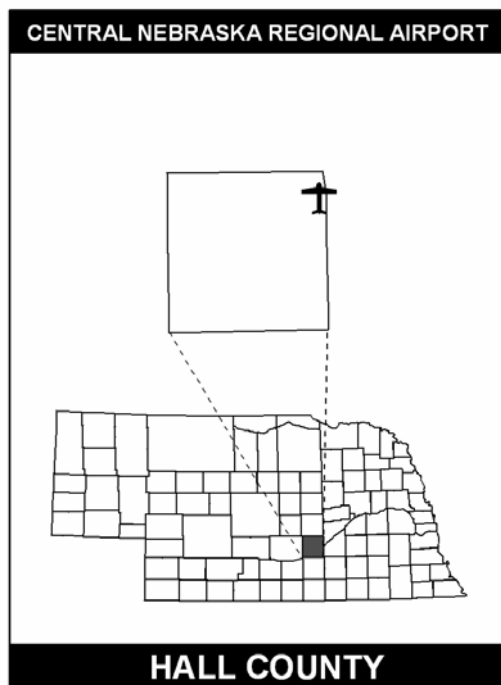
In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Central Nebraska Regional Airport is located 3 miles northeast of Grand Island, Nebraska, in Hall County. Grand Island has a population of 41,950. The 2,435-acre airport opened in 1935. The primary runway, Runway 17/35, is an asphalt runway measuring 7,002 feet in length and 150 feet in width. Major employers in the community include ConAgra Beef, Saint Francis Medical Center, Chief Industries, Principal Financial Group, Case-New Holland, McCain Foods USA, Inc., Grand Island Public Schools, the City of Grand Island, Overhead Door Corporation, and a Cabela's call center. Local attractions include the Heritage Zoo, Fonner Park Thoroughbred Races and the Stuhr Museum of the Prairie Pioneer. The airport, with 63 based aircraft, experiences approximately 42,624 operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic

benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were 13 aviation-related tenants on the airport who supported 113 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$12.8 million annually. The estimated direct annual payroll of these tenants is \$3.75 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 2,720 visitors arrived via Central Nebraska Regional Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 36 full-time jobs for employees earning \$601,200 annually. Output from commercial airline visitors is estimated at \$1.2 million. Operational data indicated that approximately 6,200 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional eight full-time jobs with a total annual payroll of \$128,600. Output from general aviation visitors is estimated at \$335,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Central Nebraska Regional Airport was approximately \$21.14 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 245 persons. A total annual payroll of approximately \$6.61 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Central Nebraska Regional Airport provides several services to the community. The airport welcomes many recreational aircraft in addition to airline activity and corporate aircraft, such as those belonging to Chief Industries, Global, and Anderson A/C. The airport also has a significant amount of air cargo activity with aircraft from FedEx, Airborne, UPS, and Suburban Air using the airport daily.

The airport's property includes a large industrial park with a variety of non-aviation tenants. These businesses include Bel-Wood Buildings, Hornady Manufacturing, KB Ag Repair, Nova-Tech, Optical Technologies, and Overhead Door.

The airport also supports local law enforcement and fire and rescue agencies. The airport is home to the Nebraska Law Enforcement Training Center, where a wide range of police education and training activities occur. The Immigration and Naturalization Service occasionally uses the airport for deportations. Currently, the airport is constructing a new Air National Guard Apache helicopter base and armory. The airport also sponsors Aircraft Rescue and Fire Fighting training by local fire departments, and performs crash drills occasionally. The airport often accommodates doctor and medical specialist flights, as well as medical evacuation flights for St. Francis Medical Center.

Central Nebraska Regional is the home of many community events. The airport is the location of the town's Christmas festivities, which include tree decorating by local children and visits by Santa. The airport takes part in Husker Harvest Days, an annual agricultural fair. The airport also has a restaurant, the Flight Deck.

Summary

On an annual basis, Central Nebraska Regional Airport currently provides the following benefits:

Central Nebraska Regional			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport			
Activity	113	72	185
GA Visitors	8	2	10
CA Visitors	<u>36</u>	<u>14</u>	<u>50</u>
Total	157	88	245
PAYROLL			
	First Round	Secondary	Total
On-Airport			
Activity	\$3,752,500	\$1,675,700	\$5,428,200
GA Visitors	\$128,600	\$73,500	\$202,100
CA Visitors	<u>\$601,200</u>	<u>\$383,600</u>	<u>\$984,800</u>
Total	\$4,482,300	\$2,132,800	\$6,615,100
OUTPUT			
	First Round	Secondary	Total
On-Airport			
Activity	\$12,804,800	\$5,928,200	\$18,733,000
GA Visitors	\$335,200	\$203,600	\$538,800
CA Visitors	<u>\$1,164,000</u>	<u>\$703,800</u>	<u>\$1,867,800</u>
Total	\$14,304,000	\$6,835,600	\$21,139,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following benefits:

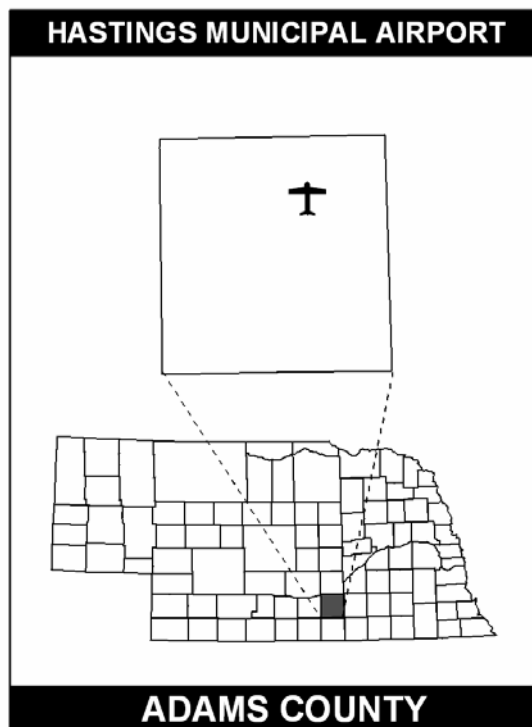
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Hastings Municipal Airport is located two miles northwest of Hastings, Nebraska, in Adams County. Hastings has a population of 21,263. The 504-acre airport opened in 1926. The primary runway, Runway 14/32, is a concrete surface measuring 6,451 feet in length and 100 feet in width. Major manufacturers or other large employers in the community include Con Agra, Thermo King Corporation, Dana Corporation, Dutton-Lainson, and Eaton Corporation. Local attractions include the Hastings Museum/Lied IMAX Theatre.

The airport, with 40 based aircraft, experiences approximately 19,000 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round

benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported six employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$184,000 annually. The estimated direct annual payroll of these tenants is \$59,700. Operational data indicated that approximately 5,445 visitors used the airport. Visitor-related spending supported an additional 11 full-time jobs for employees earning \$187,000 annually. Indirect output from general aviation visitors is estimated at \$294,000.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Hastings Municipal Airport was approximately

\$724,300. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 23 persons, with a total annual payroll (first round and secondary) of approximately \$379,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Hastings Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights as well as a number of corporate aircraft, including those belonging to Werner Construction, Aluminum Castings, Williams Midwest House Mover, T-L Irrigation, and Reinke Farms. The airport is also the base of operations for an aerial applicator during the growing season. Suburban Air Freight, a UPS contract carrier, provides air freight and package delivery to the community from the airport. The facility is also important to the community in terms of providing access to the State's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Mary Lanning Memorial Hospital uses the airport on average 48 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln and Salina. In addition, the hospital uses aircraft 11 times per year for emergency patient transfer via air ambulance.

The airport participates in several community events, including the State Fly-In in 2004. In the past, representatives from the airport have taken part in outreach programs to advertise the airport.

Summary

On an annual basis, Hastings Municipal Airport currently provides the following total benefits:

Hastings Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	6	3	8
GA Visitors	<u>11</u>	<u>3</u>	<u>15</u>
Total	17	6	23
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$59,700	\$25,600	\$85,300
GA Visitors	<u>\$187,000</u>	<u>\$106,900</u>	<u>\$293,900</u>
Total	\$246,700	\$132,500	\$379,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$184,000	\$67,800	\$251,800
GA Visitors	<u>\$294,000</u>	<u>\$178,500</u>	<u>\$472,500</u>
Total	\$478,000	\$246,300	\$724,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following benefits:

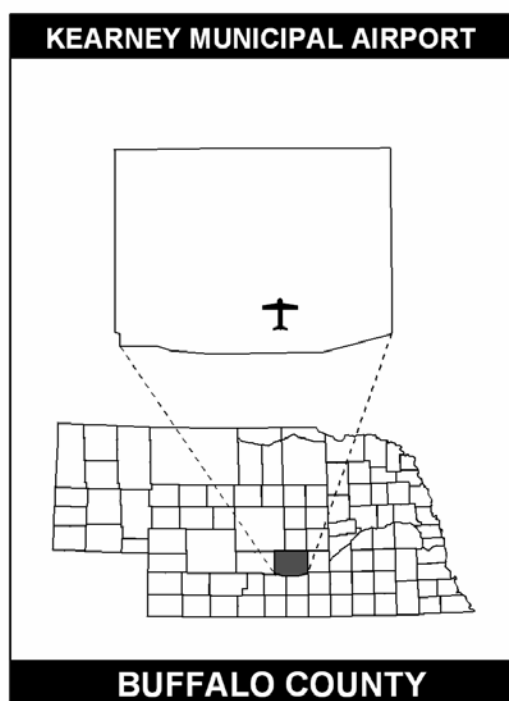
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Kearney Municipal Airport is located four miles northeast of Kearney, Nebraska, in Buffalo County. Kearney has a population of 28,381. The 2,500-acre airport opened in 1942. The primary runway, Runway 18/36, is an asphalt runway measuring 7,094 feet in length and 150 feet in width. Major employers in the community include The University of Nebraska at Kearney, Good Samaritan Health Systems, Baldwin Filters, Eaton Corporation, Coleman Powermate, Cabela's, The Buckle, Morris Press Divisions, Cash Wa, and Marshall Engines. Local attractions include the Great Platte River Road Archway Monument, Kearney Area Childrens' Museum, Cabela's, Fort Kearney State Historical Park, Museum of Nebraska Art, Trails and Rails Museum, and the George West Frank House.

The airport, with 64 based aircraft, experiences approximately 33,300 operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output

(spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were eight aviation-related tenants on the airport who supported 46 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$4.94 million annually. The estimated direct annual payroll of these tenants is \$1.37 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 2,460 visitors arrived via Kearney Municipal Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 33 full-time jobs for employees earning \$551,100 annually. Output from commercial airline visitors is estimated at \$1.05 million. Operational data indicated that approximately 9,325 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 19 full-time jobs with a total annual payroll of \$319,000. Output from general aviation visitors is estimated at \$503,500.

Secondary Impact

The first round impacts associated with on-airport tenants and visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The

accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Kearney Municipal Airport was approximately \$9.73 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 145 persons. A total annual payroll of approximately \$3.37 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Kearney Municipal Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to airline and corporate aircraft such as those belonging to Eaton, Cabela's, The Buckle, and USA Industries. The airport's Fixed Base Operators (FBOs) provide aircraft maintenance, fuel, and courtesy transportation. The airport is also the base for an aerial application service.

The airport serves the local medical community by accommodating flights with doctors and medical specialists visiting Good Samaritan Hospital. The airport is also the location for UPS express package service provided by Suburban Air Freight. Area firefighters use the facility for training, and the Kearney National Guard Armory is located on the airport.

Kearney Municipal Airport hosts a number of community events and services. The airport is an important flight training facility, used by the University of Nebraska at Kearney's aeronautics school. Sports teams often fly into the airport to play UNK's teams. The airport also provides facilities for various flying clubs and other organizations.

Summary

On an annual basis, Kearney Municipal Airport currently provides the following total benefits:

Kearney Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	46	28	74
GA Visitors	19	6	25
CA Visitors	<u>33</u>	<u>13</u>	<u>46</u>
Total	98	47	145
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$1,373,200	\$595,600	\$1,968,800
GA Visitors	\$319,000	\$182,400	\$501,400
CA Visitors	<u>\$551,100</u>	<u>\$351,700</u>	<u>\$902,800</u>
Total	\$2,243,300	\$1,129,700	\$3,373,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$4,936,500	\$2,287,600	\$7,224,100
GA Visitors	\$503,500	\$305,800	\$809,300
CA Visitors	<u>\$1,054,500</u>	<u>\$637,600</u>	<u>\$1,692,100</u>
Total	\$6,494,500	\$3,231,000	\$9,725,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

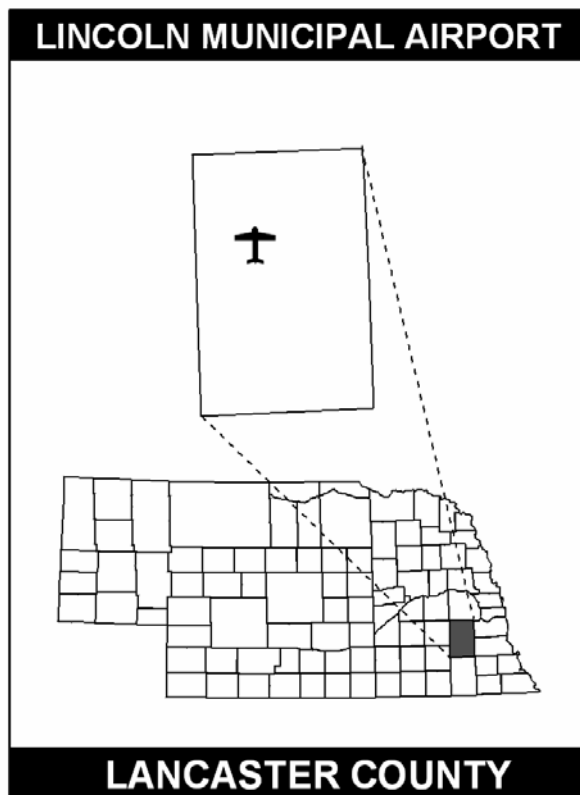
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Lincoln Municipal Airport is located 4 miles northwest of Lincoln, Nebraska, in Lancaster County. Lincoln has a population of 215,928. The 5,000-acre airport opened in 1928. The primary runway, Runway 17R/35L, is an asphalt-concrete surface measuring 12,901 feet in length and 200 feet in width. Major employers in the area include Bryan LGH Health Care System, State of Nebraska, the University of Nebraska, B&R Stores, Inc., Correctional Services, Lincoln Public Schools, National Crane Corporation, Shopko, Sun Mart, Tri-Con Industries, Ltd., and Duncan Aviation. Local attractions include the Governor's Mansion, Great Plains Art Collection, Pioneer's Park, Nebraska State Fair Park, University of Nebraska State Museum, Folsom Children's Zoo & Botanical Gardens, and the Lied Center for Performing Arts.

The airport, with 207 based aircraft, experiences approximately 105,800 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were 20 aviation-related tenants on the airport who supported 2,119 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$266.2 million annually. The estimated direct annual payroll of these tenants is \$90.1 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 115,200 visitors arrived via Lincoln Municipal Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 1,544 full-time jobs for employees earning \$25.78 million annually. Output from commercial airline visitors is estimated at \$49.34 million. Operational data indicated that approximately 22,700 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 47 full-time jobs with a total annual payroll of \$776,600. Output from general aviation visitors is estimated at \$1.23 million.

Secondary Impact

The first round impacts associated with on-airport tenants and visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Lincoln Municipal Airport was approximately \$472 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 5,643 persons, with a total annual payroll (first round and secondary) of approximately \$172.9 million associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Lincoln Municipal Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to scheduled airline service from three airlines. The airport also serves a large amount of corporate aircraft. Silverhawk Aviation, the airport's Fixed Base Operator (FBO), offers full-service maintenance, fuel, flight training, aircraft rental, sales, and charters, and pilot and passenger lounges. Duncan Aviation and Hillaero Modification Center also offer maintenance and modification for almost any aircraft. United Express Airlines carries air cargo from the airport, and Airborne Express has a sorting and distribution facility.

Lincoln Municipal is the home of the Nebraska Air National Guard and Army Air Guard. These units use the field extensively and maintain large installations at the airport. Corporate aircraft users also use Lincoln Municipal extensively.

Lyn-Weld, Ameritus, and Wells Fargo operate major hangar operations on the field.

Summary

On an annual basis, Lincoln Municipal Airport currently provides the following total benefits:

Lincoln Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2,119	1,302	3,421
GA Visitors	47	14	60
CA Visitors	<u>1,544</u>	<u>618</u>	<u>2,162</u>
Total	3,710	1,934	5,643
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$90,063,900	\$39,431,500	\$129,495,400
GA Visitors	\$776,600	\$444,000	\$1,220,600
CA Visitors	<u>\$25,784,800</u>	<u>\$16,453,100</u>	<u>\$42,237,900</u>
Total	\$116,625,300	\$56,328,600	\$172,953,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$266,237,000	\$124,561,900	\$390,798,900
GA Visitors	\$1,225,500	\$744,200	\$1,969,700
CA Visitors	<u>\$49,349,300</u>	<u>\$29,839,100</u>	<u>\$79,188,400</u>
Total	\$316,811,800	\$155,145,200	\$471,957,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

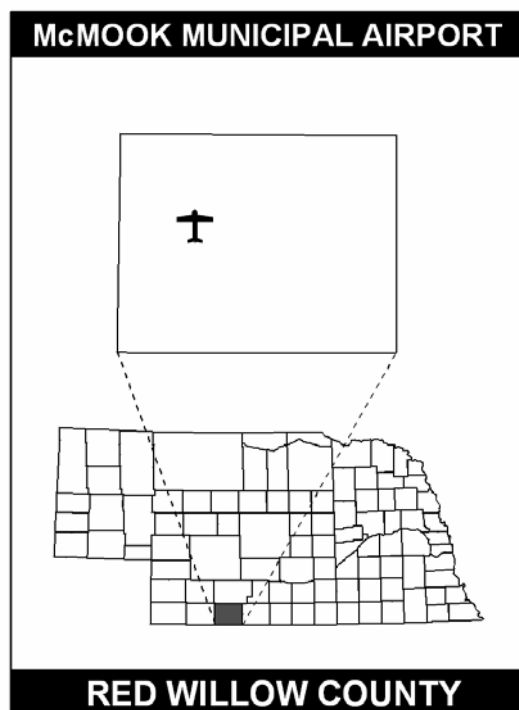
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

McCook Municipal Airport is located two miles east of McCook, Nebraska, in Red Willow County. McCook has a population of 7,769. The 667-acre airport opened in 1945. The primary runway, Runway 12/30, is a concrete surface measuring 6,449 feet in length and 100 feet in width. Major employers in the community include the Burlington Northern/Santa Fe Railroad, Community Hospital, Dayco Products, LLC, Hillcrest Nursing Home, Kugler Oil Company, Burns Podiatric Laboratory, McCook Public Schools, Valmont Irrigation, and Walmart Supercenter. Local attractions include Red Willow State Recreation Area, Museum of the High Plains, and the Senator Norris State Historic Site.

The airport, with 25 based aircraft, experiences approximately 17,800 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also

linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were six aviation-related tenants on the airport who supported 16 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$5.28 million annually. The estimated direct annual payroll of these tenants is \$535,000. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 860 visitors arrived via McCook Municipal Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 12 full-time jobs for employees earning \$200,400 annually. Output from commercial airline visitors is estimated at \$368,200. Operational data indicated that approximately 4,900 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 10 full-time jobs with a total annual payroll of \$167,000. Output from general aviation visitors is estimated at \$264,600.

Secondary Impact

The first round impacts associated with on-airport tenants, commercial airline visitors, and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 direct, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants, commercial airline visitors, and general aviation visitors

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to McCook Municipal Airport was approximately \$8.91 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 57 persons. A total annual payroll of approximately \$1.28 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, McCook Municipal Airport provides a number of services to the local community. The airport has daily scheduled commercial air service on Great Lakes Airlines to Denver. This is a significant benefit to the community, providing businesses and residents with access to the nation's air transportation system. The airport also welcomes many recreational and corporate aircraft. The airport is served by a UPS contract carrier, which has daily deliveries to the airport. The airport is used as a base by aerial application services during the growing season. The airport is also important to the community in terms of access to the region's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Community Hospital uses the airport on average 79 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from North Platte, Hastings, and Lincoln. In addition, the hospital uses aircraft 11 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, McCook Municipal Airport currently provides the following total benefits:

McCook Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	16	11	27
GA Visitors	10	3	13
CA Visitors	<u>12</u>	<u>5</u>	<u>17</u>
Total	38	19	57
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$535,000	\$245,900	\$780,900
GA Visitors	\$167,000	\$48,400	\$215,400
CA Visitors	<u>\$200,400</u>	<u>\$80,200</u>	<u>\$280,600</u>
Total	\$902,400	\$374,500	\$1,276,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$5,281,600	\$2,607,800	\$7,889,400
GA Visitors	\$264,600	\$160,700	\$425,300
CA Visitors	<u>\$368,200</u>	<u>\$222,600</u>	<u>\$590,800</u>
Total	\$5,914,400	\$2,991,100	\$8,905,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

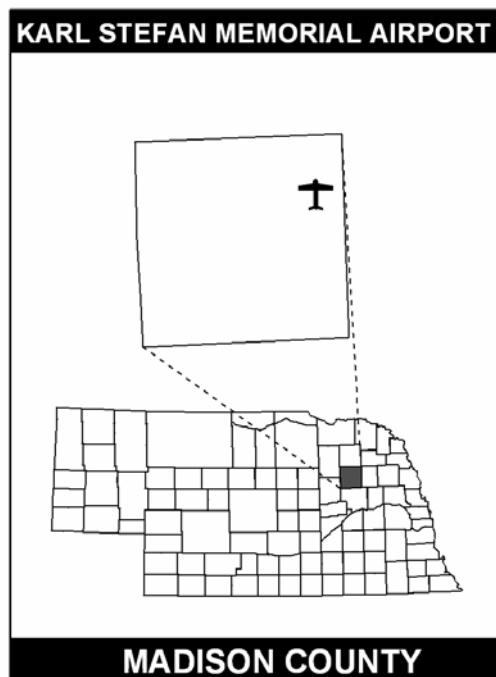
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Karl Stefan Memorial Airport is located 3 miles southwest of Norfolk, Nebraska, in Madison County. Norfolk has a population of 23,164. The city's economy is comprised of activity in agriculture, manufacturing, and retail and wholesale trade. Major employers in the area include Tyson Fresh Meats, Goodyear Tire & Rubber, Norfolk Iron & Metal Co., NUCOR Steel, Sherwood, Davis and Geck, Vishay/Dale Electronics, Affiliated Foods Cooperative, and Faith Regional Health Services. Local attractions include the Norfolk Arts Center.

The 926-acre airport opened in 1942. The primary runway, Runway 01/19, is an asphalt surface measuring 5,800 feet in length and 100 feet in width. The airport, with 51 based aircraft, experiences approximately 28,990 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were six aviation-related tenants on the airport who supported 18 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.91 million annually. The estimated direct annual payroll of these tenants is \$501,600. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 622 visitors arrived via Karl Stefan Memorial Airport in 2002. Commercial airline visitor-related output (spending) supported an additional eight full-time jobs for employees earning \$133,600 annually. Output from commercial airline visitors is estimated at \$266,300. Operational data indicated that approximately 6,000 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 12 full-time jobs with a total annual payroll of \$205,400. Output from general aviation visitors is estimated at \$323,400.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN

multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Karl Stefan Memorial Airport was approximately \$3.71 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 57 jobs. A total annual payroll of approximately \$1.25 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Karl Stefan Memorial Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to airline and corporate aircraft, such as those belonging to LifeNet and Norfolk Iron and Metal. The airport is also the base for two aerial application services. A UPS contract carrier operates several flights per week to the airport.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Faith Regional Health Services and Osmond General Hospital combined use the airport on average 42 times a year to bring doctors and specialists to their hospital to conduct clinics. These doctors fly in from Omaha, Lincoln, Sioux City, and Yankton. In addition, the hospitals use aircraft 25 times per year on average for emergency patient transfer via air ambulance.

The airport participates in several community events each year. The Experimental Aircraft

Association (EAA) hosts a fly-in annually, and the FAA offers flight safety seminars. There is also a radio controlled aircraft club at the airport.

Summary

On an annual basis, Karl Stefan Memorial Airport provides the following total benefits:

Karl Stefan Memorial Airport			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	18	11	29
GA Visitors	12	4	16
CA Visitors	8	3	11
Total	38	18	57
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$501,600	\$210,500	\$712,100
GA Visitors	\$205,400	\$117,400	\$322,800
CA Visitors	\$133,600	\$85,200	\$218,800
Total	\$840,600	\$413,100	\$1,253,700
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,914,800	\$848,400	\$2,763,200
GA Visitors	\$323,400	\$196,400	\$519,800
CA Visitors	\$266,300	\$161,000	\$427,300
Total	\$2,504,500	\$1,205,800	\$3,710,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

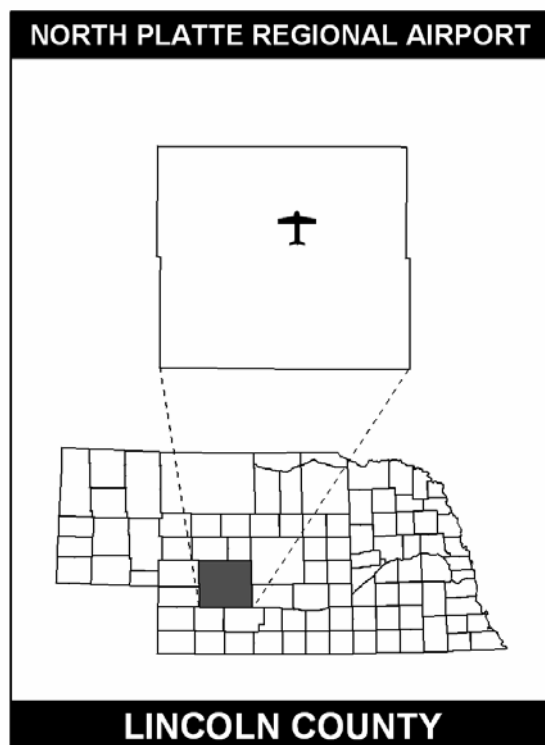
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

North Platte Regional Airport/Lee Bird Field is located three miles east of North Platte, Nebraska, in Lincoln County. North Platte has a population of 23,708. The 1,544-acre airport opened in 1920. The primary runway, Runway 12/30, is a concrete surface measuring 8,000 feet by 150 feet wide. Major employers in the community include Union Pacific Railroad, Great Plains Regional Medical Center, North Platte Public Schools, Wal-Mart, City of North Platte, Cabela's, Nebraska Public Power District, Mid-Plains Community College, and Masonite International. Local attractions include Fort Cody Trading Post, Lake Maloney State Recreation Area, Sutherland State Recreation Area, Lincoln County Historical Museum and Village, and the Buffalo Bill Ranch State Historical Park.

The airport, with 61 based aircraft, experiences approximately 32,814 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output

(spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were 10 aviation-related tenants on the airport who supported 80 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$8.28 million annually. The estimated direct annual payroll of these tenants is \$3.05 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 2,830 visitors arrived via North Platte Regional Airport/Lee Bird Field Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 38 full-time jobs for employees earning \$634,600 annually. Output from commercial airline visitors is estimated at \$1.2 million. Operational data indicated that approximately 9,800 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 20 full-time jobs with a total annual payroll of \$335,700. Output from general aviation visitors is estimated at \$529,300.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to North Platte Regional Airport/Lee Bird Field was approximately \$14.45 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 199 persons. A total annual payroll of approximately \$5.83 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, North Platte Regional Airport offers many services to the community. The airport welcomes many recreational aircraft in addition to airline and corporate aircraft such as those belonging to Snell Services, Pathology Services, and Weathercraft of North Platte. An aerial application service uses the airport seasonally.

There are a number of air cargo and freight services that operate at North Platte Regional, including UPS, FedEx, Airborne, and the US Postal Service. The airport accommodates medical evacuation flights and has a helipad available as a secondary site for Great Plains Medical Center's helipad. Doctors use the airport approximately 165 times per year to conduct clinics in rural parts of the State. The airport is also the location for the National Weather Service's regional office.

The airport currently leases some of its acreage for crops, primarily hay. The airport also has plans for the Platte Valley Airpark, a 350-acre industrial park on airport property. Management at North Platte Regional maintains a working relationship with local government and business organizations, and accommodates many organizations in its on-site conference facility. This facility is open to the public and provides meeting or press conference space for local officials and business leaders.

The airport participates in several charity and community events, including allowing the local Civil Air Patrol chapter free rent on the field, and

accommodating annual school trips. The airport has also hosted air shows in the past.

Summary

On an annual basis, North Platte Regional Airport currently provides the following total benefits:

North Platte Regional/Lee Bird EMPLOYMENT			
	First Round	Secondary	Total
On-Airport			
Activity	80	40	120
GA Visitors	20	6	26
CA Visitors	<u>38</u>	<u>15</u>	<u>53</u>
Total	138	61	199
PAYROLL			
	First Round	Secondary	Total
On-Airport			
Activity	\$3,049,700	\$1,214,800	\$4,264,500
GA Visitors	\$335,700	\$191,900	\$527,600
CA Visitors	<u>\$634,600</u>	<u>\$404,900</u>	<u>\$1,039,500</u>
Total	\$4,020,000	\$1,811,600	\$5,831,600
OUTPUT			
	First Round	Secondary	Total
On-Airport			
Activity	\$8,284,600	\$3,365,200	\$11,649,800
GA Visitors	\$529,300	\$321,400	\$850,700
CA Visitors	<u>\$1,212,800</u>	<u>\$733,300</u>	<u>\$1,946,100</u>
Total	\$10,026,700	\$4,419,900	\$14,446,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

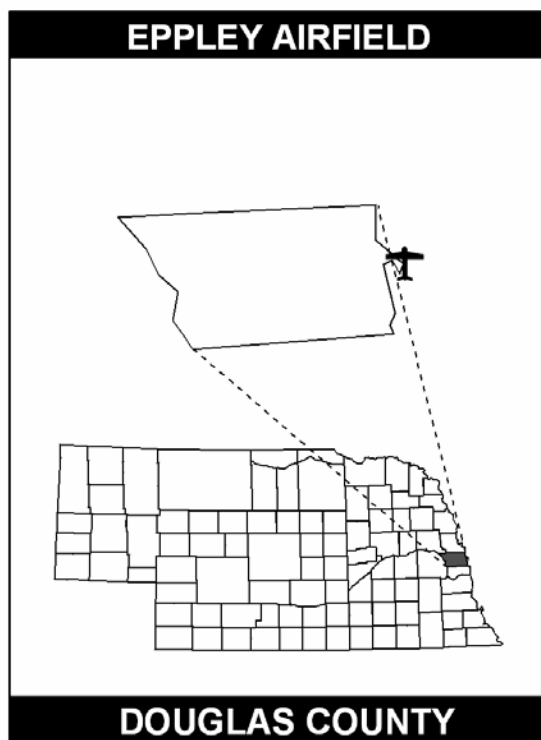
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Eppley Airfield Airport is located three miles northeast of Omaha, Nebraska, in Douglas County. Omaha has a population of 386,742. The 2,650-acre airport opened in 1925. The primary runway, Runway 14R/32L, is a concrete-asphalt surface measuring 9,502 feet by 150 feet wide. Major employers in the region include Offutt Air Force Base, Alegent Health, Omaha Public Schools, First Data, Methodist Health System, Mutual of Omaha Companies, Nebraska Health System, and West Corporation. Local attractions include the Black Americana Museum, Great Plains Black History Museum, Mormon Pioneer Monument (Cemetery), Omaha Botanical Gardens, Omaha Magic Theater, Red Barn Opry Showhouse, U.S.S. Hazard & U.S.S. Marlin Freedom Park Inc., Omaha/Henry Doorly Zoo, and The Old Market.

The airport with 129 based aircraft, experiences approximately 143,973 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government

activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were 53 aviation-related tenants on the airport who supported 1,774 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$258.4 million annually. The estimated direct annual payroll of these tenants is \$57.27 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that approximately 940,500 visitors arrived via Eppley Airfield in 2002. Commercial airline visitor-related output (spending) supported an additional 12,605 full-time jobs for employees earning \$210.5 million annually. Output from commercial airline visitors is estimated at \$402.9 million. Operational data indicated that approximately 22,900 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 47 full-time jobs with a total annual payroll of \$783,200. Output from general aviation visitors is estimated at \$1.24 million.

Secondary Impact

The first round impacts associated with on-airport tenants, commercial airline visitors, and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 direct, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants, commercial

airline visitors, and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Eppley Airfield was approximately \$1.04 billion. Total full-time employment related to airport tenants and all visitors is estimated at over 20,500 persons. A total annual payroll of approximately \$430.08 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Eppley Airfield offers several services to the community. The airport supports many recreational aircraft in addition to scheduled airline service from ten airlines. The airport also serves a large amount of corporate aircraft. ConAgra, Mutual of Omaha, Kiewit, Union Pacific, and Werner each base corporate aircraft at the airport. Air cargo carriers with services and facilities on the airport include Airborne Express, BAX Global, DHL, Emery Worldwide, Evergreen Aviation Ground Logistics Enterprises, FedEx, Suburban Air Freight, and UPS.

Eppley Airfield accommodates corporate jets during Berkshire Hathaway's annual shareholder meeting, the largest shareholder's meeting in the United States. Berkshire Hathaway is the parent company of NetJets, which provides fractional ownership programs for corporate aircraft.

Eppley Airfield is commonly used by state, local and federal law enforcement agencies for prisoner transport and enforcement activities. In addition, air ambulance companies use the airport to transport patients from rural areas of Nebraska and Iowa to local hospitals for treatment. Doctors fly in and out of the airport to travel to rural parts of the State to conduct clinics and see patients. Additionally, the airport serves as a gateway for tourist and recreational activities, such as the area's museums, conventions and sporting events. The airport is also used for news and traffic reporting purposes.

Summary

On an annual basis, Omaha's Eppley Airfield currently provides the following total benefits:

Eppley Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport			
Activity	1,774	1,032	2,806
GA Visitors	47	14	61
CA Visitors	<u>12,605</u>	<u>5,047</u>	<u>17,652</u>
Total	14,426	6,093	20,519
PAYROLL			
	First Round	Secondary	Total
On-Airport			
Activity	\$57,272,400	\$26,751,000	\$84,023,400
GA Visitors	\$783,200	\$447,700	\$1,230,900
CA Visitors	<u>\$210,503,500</u>	<u>\$134,320,900</u>	<u>\$344,824,400</u>
Total	\$268,559,100	\$161,519,600	\$430,078,700
OUTPUT			
	First Round	Secondary	Total
On-Airport			
Activity	\$258,406,700	\$129,020,800	\$387,427,500
GA Visitors	\$1,237,700	\$751,600	\$1,989,300
CA Visitors	<u>\$402,917,300</u>	<u>\$243,624,400</u>	<u>\$646,541,700</u>
Total	\$662,561,700	\$373,396,800	\$1,035,958,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

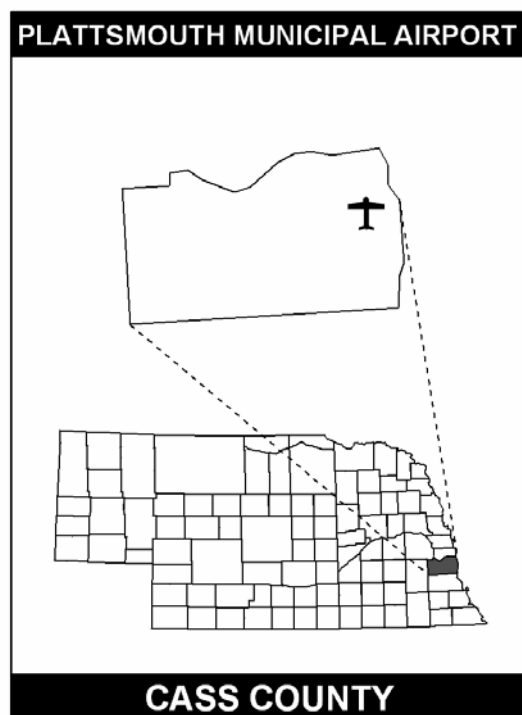
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Plattsmouth Municipal Airport is located four miles southwest of Plattsmouth, Nebraska, in Cass County. Plattsmouth has a population of 7,718. The 206-acre airport opened in 1973. The primary runway, Runway 16/34, is a concrete surface measuring 4,100 feet in length and 100 feet in width. Basic economic activities of Plattsmouth, the county seat, include farming, cattle feeding, manufacturing, health care, retail sales, and tourism. Approximately 25 percent of Plattsmouth's wage earners are military or civil service workers at Offutt Air Force Base. Local attractions include Cass County Museum.

The airport, with 32 based aircraft, experiences approximately 15,800 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and

government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Plattsmouth Municipal Airport was approximately \$732,500. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at 16 persons with a total first round payroll of approximately \$267,300 annually. Survey data indicated that approximately 5,173 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents

the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Plattsmouth Municipal Airport was approximately \$1.13 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 22 persons, with a total annual payroll (first round and secondary) of approximately \$414,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Plattsmouth Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights in addition to corporate aircraft. The airport is frequently used as a gateway for visitors to the area. Plattsmouth Municipal occasionally assists emergency services by accommodating police and firefighting exercises. The facility also occasionally sees traffic from military aircraft on exercise maneuvers. In addition, the airport is important to the local community in terms of providing access to the region's health care system, by accommodating traffic from visiting physicians or medical evacuation flights.

Summary

On an annual basis, Plattsmouth Municipal Airport currently provides the following total benefits:

Plattsmouth Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	11	3	14
Total	16	6	22
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$267,300	\$147,500	\$414,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$732,500	\$402,000	\$1,134,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

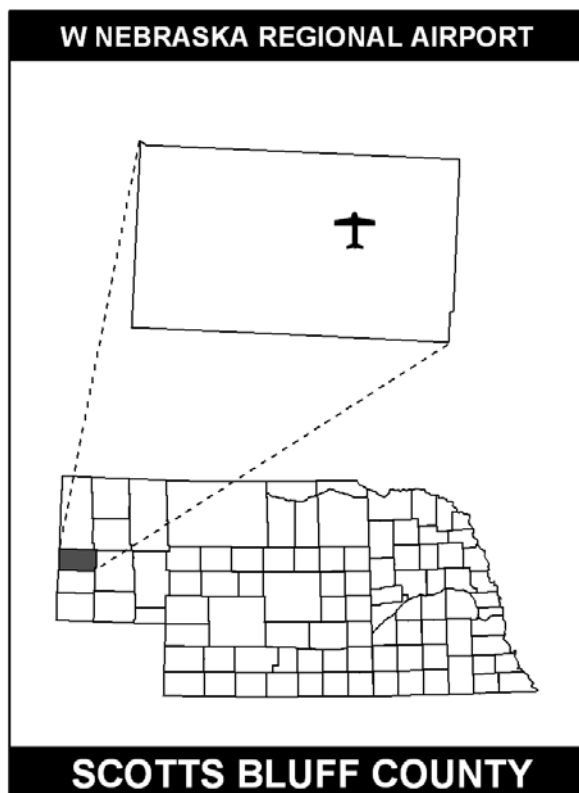
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Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Western Nebraska Regional/William B. Heilig Field is located three miles east of Scottsbluff, Nebraska, in Scotts Bluff County. Scottsbluff has a population of 14,715. The 1,806-acre airport opened in 1934. The primary runway, Runway 12/30, is an asphalt runway measuring 8,279 feet in length and 150 feet in width. Major employers in the community include Regional West Medical Center, Aurora Loan Services, Orcom Solutions, Magnolia Homes, Western Sugar Company, Packerland Packing Company, Kurt Manufacturing, and Scottsbluff Public Schools. Local attractions include the Riverside Park Zoo.

The airport, with 52 based aircraft, experiences approximately 30,300 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were nine aviation-related tenants on the airport who supported 41 employees. These tenants' first round or direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$4.79 million annually. The estimated direct annual payroll of these tenants is \$1.29 million. Visitors using commercial airlines also create economic impacts. Survey data indicated that about 4,270 visitors arrived via Western Nebraska Regional Airport in 2002. Commercial airline visitor-related output (spending) supported an additional 57 full-time jobs for employees earning \$1.1 million annually. Output from commercial airline visitors is estimated at \$1.8 million. Operational data indicated that approximately 7,080 general aviation visitors used the airport in 2002. This visitor-related output (spending) supported an additional 15 full-time jobs with a total annual payroll of \$242,300. Output from general aviation visitors is estimated at \$382,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 1999 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and all commercial airline and general aviation visitors to Western Nebraska Regional Airport was approximately \$10.46 million. Total full-time employment related to airport tenants and all visitors is estimated at approximately 162 persons. A total annual payroll of approximately \$4.09 million is associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Western Nebraska Regional Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to airline and corporate aircraft, such as those belonging to Hergent Milling and Aulick Industries. The airport is also the base for an aerial applicator service. Airborne, FedEx, and UPS each base aircraft at the airport for package and freight shipments.

Survey data indicates Regional West Medical Center in Scottsbluff uses the airport on average 143 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Denver and Omaha. In addition, the hospital used the airport 36 times per year on average for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

The Nebraska State Highway Patrol uses an abandoned runway for pursuit training, and the State also offers motorcycle training at the airport.

The airport takes part in several community activities each year, including field trips for schools, the city's "On the Go" children's fair, which includes displays of aircraft, public works and emergency equipment, and an airport appreciation festival.

Summary

On an annual basis, Western Nebraska Regional Airport currently provides the following total benefits:

Western Nebraska Regional			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	41	22	63
GA Visitors	15	4	19
CA Visitors	<u>57</u>	<u>23</u>	<u>80</u>
Total	113	49	162
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$1,291,900	\$535,700	\$1,827,600
GA Visitors	\$242,200	\$138,500	\$380,700
CA Visitors	<u>\$1,149,715</u>	<u>\$733,585</u>	<u>\$1,883,300</u>
Total	\$2,683,815	\$1,407,785	\$4,091,600
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$4,793,400	\$2,122,900	\$6,916,300
GA Visitors	\$382,200	\$232,100	\$614,300
CA Visitors	<u>\$1,829,300</u>	<u>\$1,106,100</u>	<u>\$2,935,400</u>
Total	\$7,004,900	\$3,461,100	\$10,466,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

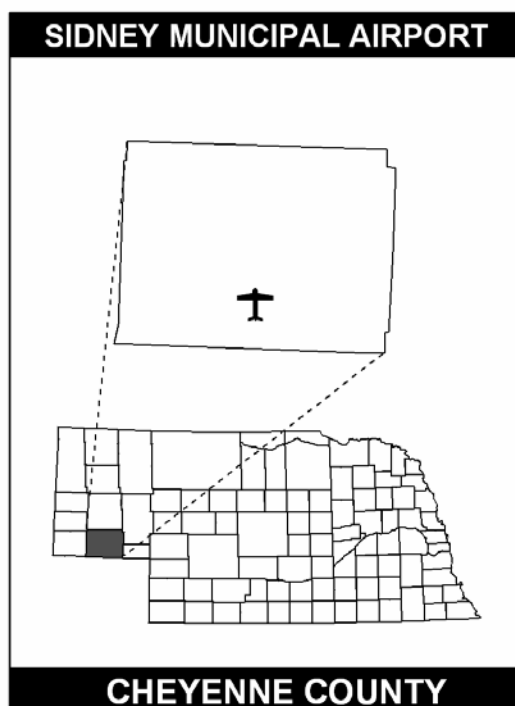
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Sidney Municipal Airport is located three miles south of Sidney, Nebraska, in Cheyenne County. Sidney has a population of 6,129. Employers in the area include Cabela's, Krone-Prestolite Wire, Memorial Health Center, Egging Company, Haas Hop Products, Progress Rail, Pennington Seed, Nienhueser Construction, Adams & Son Trucking, Glover Industries, Crossroads Co-op, Scoular Grain, Security First Technology Center, K-West, U.S. Aprons, Anderson Forest Products, Burco Rail Services, Sloan Estates Assisted Living Center, and Van Vleet's Publishing. Local attractions include Cabela's and the Fort Sidney Complex-Post Commander's Home.

The airport, with 30 based aircraft, experiences approximately 10,800 aircraft operations annually. The 732-acre airport opened in 1947. The primary runway, Runway 12/30, measures 6,600 feet in length and 100 feet in width.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output

(spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported 16 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.71 million annually. The estimated direct annual payroll of these tenants is \$462,000. Operational data indicated that approximately 4,356 visitors used the airport. Visitor-related spending supported an additional 18 full-time jobs for employees earning an estimated \$307,300 annually. Indirect output from general aviation visitors is estimated at \$486,100.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport

tenants and general aviation visitors to Sidney Municipal Airport was approximately \$3.34 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 51 persons with a total annual payroll (first round and secondary) of approximately \$1.18 million associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Sidney Municipal Airport offers several services to the community. The airport supports many recreational aircraft in addition to corporate aircraft such as those belonging to Cabela's, Southern Kansas Telephone, American National Bank, and Pamida. The airport's Fixed Base Operator (FBO) provides aircraft maintenance, sales and rental, fuel, flight instruction, and courtesy transportation. The airport has daily UPS flights to Cheyenne for express mail and air cargo handling.

The airport is home to Western Nebraska Community College's airframe and power plant mechanics school. The FBO offers aerobatic training, and also organizes aerobatic shows and events.

The airport has strong ties to Cabela's headquarters located in Sidney. Cabela's has a corporate flight department at the airport, as well as a boat assembly facility. Management reports approximately 30-50 flights per week come to shop at the company's retail store.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Memorial Health Center uses the airport on average 53 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Fort Collins, Denver and

Scottsbluff. In addition, the hospital uses aircraft four times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Sidney Municipal Airport currently provides the following total benefits:

Sidney Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	16	11	27
GA Visitors	<u>18</u>	<u>6</u>	<u>24</u>
Total	34	17	51
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$462,800	\$233,800	\$696,600
GA Visitors	<u>\$307,300</u>	<u>\$175,700</u>	<u>\$483,000</u>
Total	\$770,100	\$409,500	\$1,179,600
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,710,200	\$850,200	\$2,560,400
GA Visitors	<u>\$486,100</u>	<u>\$295,200</u>	<u>\$781,300</u>
Total	\$2,196,300	\$1,145,400	\$3,341,700

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

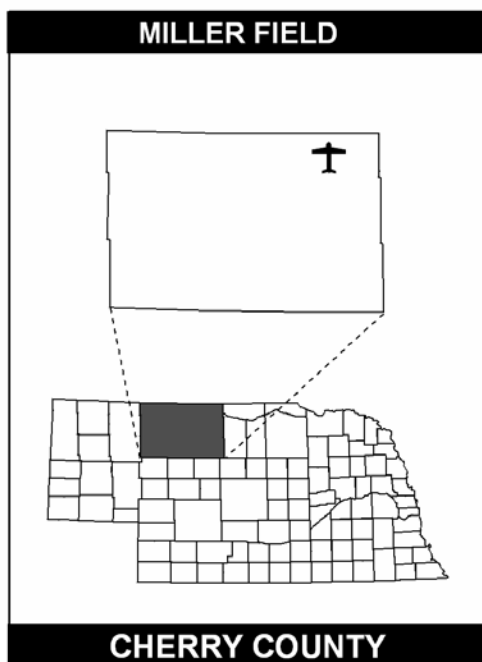
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Miller Field is located one mile south of Valentine, Nebraska, in Cherry County. Valentine has a population of 2,862. The 279-acre airport opened in 1937. The primary runway, Runway 14/32, is an asphalt surface measuring 4,406 feet in length and 100 feet in width. Local attractions include the Cherry County Historical Museum, Rocky Ford Camp & Canoe Base, Snake River Falls, Valentine National Wildlife Refuge, Merritt State Recreation Area, Fort Niobrara National Wildlife Refuge, and the Sandhills Museum.

The airport, with 14 based aircraft, experiences approximately 2,434 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system

of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported five employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$493,500 annually. The estimated direct annual payroll of these tenants is \$98,100. Operational data indicated that approximately 559 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning over \$18,000 annually. Indirect output from general aviation visitors is estimated at \$30,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Miller Field was approximately \$767,000. Total full-time

employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 9.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$176,900 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Miller Field provides a number of services to the local community. The airport welcomes many recreational flights, as well as corporate aircraft such as those belonging to Alco Stores, Mean Jeans Inc., and State Farm Insurance. The airport sometimes serves as a gateway for visitors to the local area's attractions, particularly hunters at the county's various wildlife areas. Express package and freight service is provided daily by a UPS contract carrier. Law enforcement agencies and search and rescue authorities frequently use the field to perform such operations. The airport provides a very important benefit to the town in terms of access to the State's health care system. The remoteness of the town makes quick medical transportation essential, and the airport accommodates a large number of doctor and medical evacuation flights each year.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Cherry County Hospital uses the airport on average 163 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Scottsbluff, North Platte, and Omaha. In addition, the hospital uses aircraft 52 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, Miller Field currently provides the following total benefits:

Miller Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	6	3.5	9.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$98,100	\$49,900	\$148,000
GA Visitors	<u>\$18,400</u>	<u>\$10,500</u>	<u>\$28,900</u>
Total	\$116,500	\$60,400	\$176,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$493,500	\$225,000	\$718,500
GA Visitors	<u>\$30,200</u>	<u>\$18,300</u>	<u>\$48,500</u>
Total	\$523,700	\$243,300	\$767,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

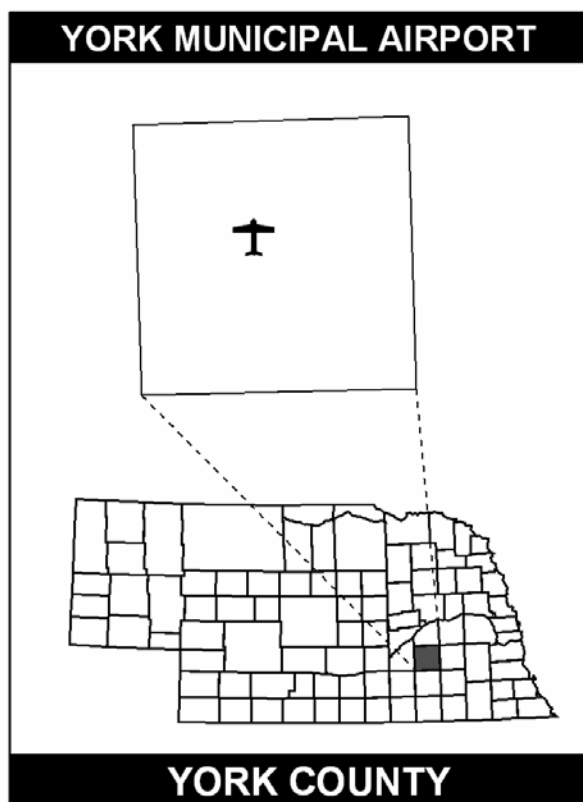
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

York Municipal Airport is located one mile northwest of York, Nebraska, in York County. York has a population of 7,963. The 467-acre airport opened in 1986. The primary runway, Runway 17/35, is a concrete surface measuring 5,900 feet in length and 100 feet in width. Major employers in the community include Champion Homes, Hamilton-Sundstrand, York Public Schools, The Hearthstone, State of Nebraska, York General Hospital, Cornerstone Bank, Petro Travel Plaza, Nebraska Public Power District and York County. Local attractions include the Anna Bemis Palmer Museum.

The airport, with 26 based aircraft, experiences approximately 10,050 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output

(spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported six employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$705,600 annually. The estimated direct annual payroll of these tenants is \$149,600. Operational data indicated that approximately 1,900 visitors used the airport. Visitor-related spending supported an additional four full-time jobs for employees earning over \$65,100 annually. Indirect output from general aviation visitors is estimated at \$102,900.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to York Municipal Airport was approximately \$1.18 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 15 persons, with a total annual payroll (first round and secondary) of approximately \$316,100 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, York Municipal Airport offers several services to the community. The airport supports many recreational aircraft in addition to corporate aircraft such as those belonging to Hamilton-Sunstrand, High Plains Ethanol, Pioneer Seed Corn, and King of the Road. The airport's Fixed Base Operator provides aircraft maintenance and rental, fuel, pilot training, and courtesy transportation. The FBO also provides aerial application services. York's police department also maintains a post at the airport, both for airport security and local patrols.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Henderson Health Care Services, Inc. uses the airport occasionally to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln and Hastings. In addition, the hospital uses aircraft several times a year for emergency patient transfer via air ambulance.

The airport participates in several community activities, such as charity poker runs and chili feeds, pancake breakfasts, and swap meets. The airport also sees a considerable amount of

traffic destined for the Chances "R" restaurant, viewed as one of the best in the State.

Summary

On an annual basis, York Municipal Airport currently provides the following total benefits:

York Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	6	4	10
GA Visitors	4	1	5
Total	10	5	15
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$149,600	\$64,200	\$213,800
GA Visitors	\$65,100	\$37,200	\$102,300
Total	\$214,700	\$101,400	\$316,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$705,600	\$308,600	\$1,014,200
GA Visitors	\$102,900	\$62,500	\$165,400
Total	\$808,500	\$371,100	\$1,179,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following benefits:

Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

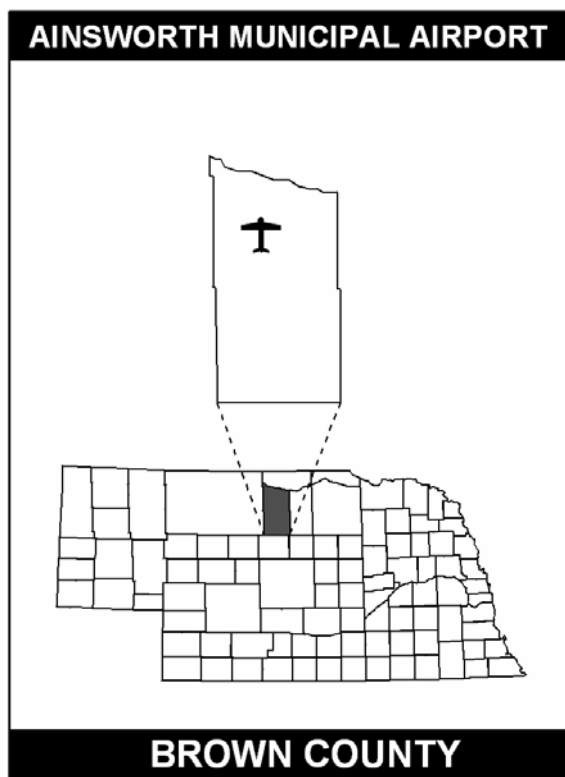
AIRPORT-SPECIFIC NARRATIVES

Regional Airports

Airport Location

Ainsworth Municipal Airport is located six miles northwest of Ainsworth, Nebraska, in Brown County. Ainsworth has a population of 1,845. The 2,493-acre airport opened in 1946. The primary runway, Runway 17/35, is an asphalt runway measuring 6,824 feet in length and 110 feet in width. Major employers in the community include Farmers/Ranchers Co-op Association, Daniels Manufacturing, and Buckley Steel. Local attractions include the Brown County Historical Society Museum (Coleman House).

The airport, with seven based aircraft, experiences approximately 3,550 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, airport management supported two employees on the airport. There are no business tenants on the airport. Airport management's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$186,000 annually. The estimated direct annual payroll of this tenant is \$36,000. Operational data indicated that approximately 1,360 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$46,800 annually. Indirect output from general aviation visitors is estimated at \$73,500.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to Ainsworth Municipal Airport was approximately \$360,300. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately six persons, with a total annual payroll (first round and secondary) of approximately \$120,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Ainsworth Municipal Airport offers several services to the community. The airport supports many recreational aircraft, as well as a small amount of corporate activity. Corporate users include Pfizer, BP Atlantic, and Aflac. Airport management operates some aircraft storage hangars. Additionally, airport management reports that agricultural spraying, aerial inspections, and air cargo are frequent activities at the facility. One of the most important functions of the airport is that it provides the community with access to the nation's air transportation system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Brown County Hospital uses the airport on average 58 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln, Grand Island, and Scottsbluff. In addition, the hospital uses aircraft seven times per year for emergency patient transfer via air ambulance.

The airport also provides access to a number of recreational opportunities, such as wildlife areas near the Niobrara River.

Summary

On an annual basis, Ainsworth Municipal Airport currently provides the following total benefits:

Ainsworth Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2	1	3
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	5	2	6
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$36,000	\$10,900	\$46,900
GA Visitors	<u>\$46,800</u>	<u>\$26,800</u>	<u>\$73,600</u>
Total	\$82,800	\$37,700	\$120,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$186,000	\$56,200	\$242,200
GA Visitors	<u>\$73,500</u>	<u>\$44,600</u>	<u>\$118,100</u>
Total	\$259,500	\$100,800	\$360,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

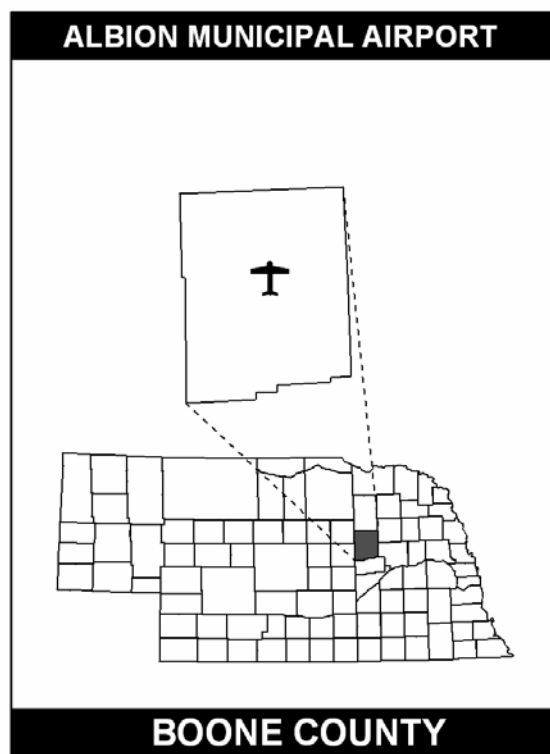
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Albion Municipal Airport is located 3 miles northwest of Albion, Nebraska, in Boone County. Albion has a population of 1,734. Basic economic activities of Albion include farming, cattle feeding, agribusiness, hog confinements, small manufacturing, medical, and wholesale and retail sales. Major employers in the area include Sentinel Building Systems, Boone County Health Center, and Niewohner Bros., Inc. The 113-acre airport opened in 1965. The primary runway, Runway 15/33, is a concrete runway measuring 3,700 feet in length and 60 feet in width.

The airport, with 16 based aircraft, experiences approximately 5,100 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account

for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Albion Municipal Airport was approximately \$29,500. Total first round full-time employment related general aviation visitors is estimated at one person with a total first round payroll of approximately \$18,400 annually. Survey data indicated that approximately 545 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Albion Municipal Airport was approximately \$47,300. Total full-time employment related to general aviation visitors, including all secondary impacts, is estimated at approximately one person, with a total annual payroll (first round and secondary) of approximately \$28,900 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Albion Municipal Airport provides several services to the community. The airport serves as a base for recreational aviation users, and for visitors to the area's attractions. The airport also serves the local community by providing access for police and firefighting activities. The airport accommodates medical flights, either in the form of medical evacuation or as a gateway for physicians attending to patients in the community.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Boone County Health Center uses the airport on average 48 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln, Grand Island, and Omaha. In addition, the hospital uses aircraft six times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Albion Municipal Airport currently provides the following total benefits:

Albion Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	0.5	1.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$18,400</u>	<u>\$10,500</u>	<u>\$28,900</u>
Total	\$18,400	\$10,500	\$28,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$29,400</u>	<u>\$17,900</u>	<u>\$47,300</u>
Total	\$29,400	\$17,900	\$47,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

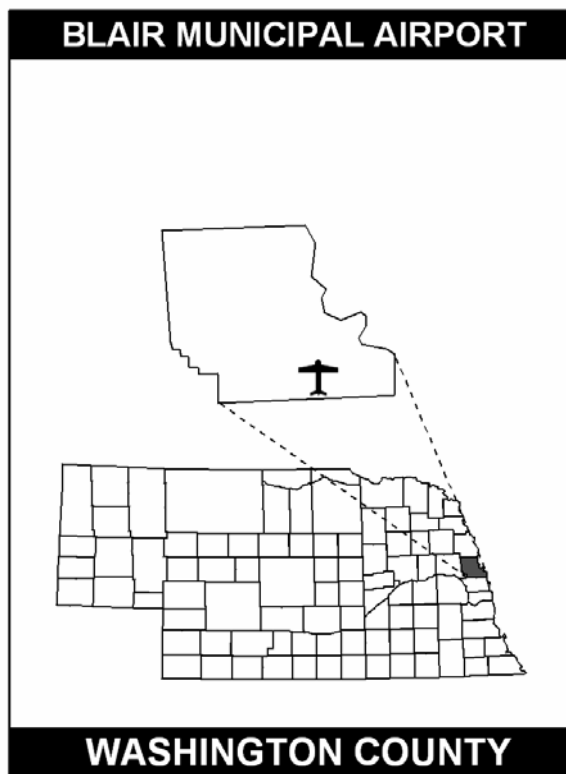
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Blair Municipal Airport is located 7 miles south of Blair, Nebraska, in Washington County. Blair has a population of 7,858. Major employers in the area include Omaha Public Power District, Blair Community Schools, Dakota-HunTel, Cargill, Inc., Concrete Equipment Company, Memorial Community Hospital, Mid-America Computer Corporation, and Dana College. The 71-acre airport opened in 1962. The primary runway is an asphalt runway, Runway 13/31, measuring 3,450 feet in length and 50 feet in width.

The airport, with 41 based aircraft, experiences approximately 14,100 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the only aviation-related tenant on the airport was the facility's management, which supported no employees. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from the on-airport aviation-related tenant is estimated at \$144,100 annually. Operational data indicated that approximately 490 visitors used the airport. Visitor-related spending supported an additional one full-time job for an employee earning over \$16,000 annually. Indirect output from general aviation visitors is estimated at \$26,500.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Blair Municipal Airport was approximately \$230,200. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 1.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$26,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Blair Municipal Airport provides a number of services to the local community. The airport serves as a gateway for both recreational and corporate aviation users. The facility is also used by student pilots for training exercises, since the airport is outside of Omaha's controlled airspace. Management reports a significant amount of air freight passing through the airport as well. The airport occasionally accommodates medical flights by physicians or patients. Occasionally, the airport is used as a base for aerial photography, inspection, and tours. The airport has an active Civil Air Patrol chapter that assists in search and rescue. Police and military personnel occasionally perform operations or exercises at the airport.

Summary

On an annual basis, Blair Municipal Airport currently provides the following total benefits:

Blair Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	0.5	1.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$16,700</u>	<u>\$9,500</u>	<u>\$26,200</u>
Total	\$16,700	\$9,500	\$26,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$144,100	\$43,500	\$187,600
GA Visitors	<u>\$26,500</u>	<u>\$16,100</u>	<u>\$42,600</u>
Total	\$170,600	\$59,600	\$230,200

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

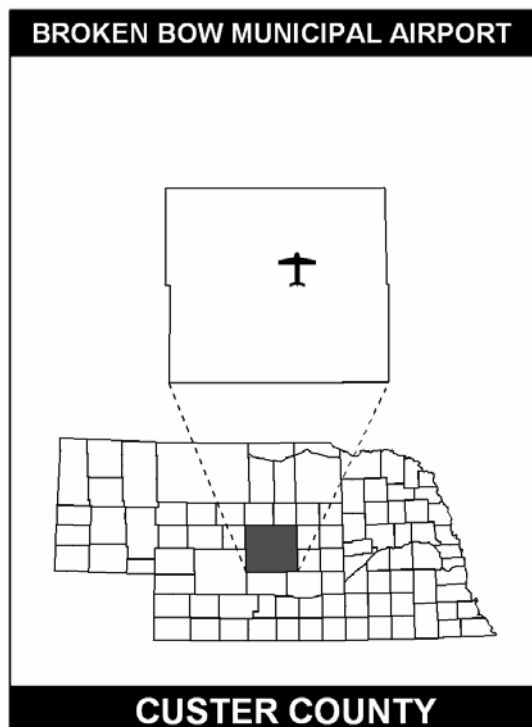
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Broken Bow Municipal Airport is located two miles north of Broken Bow, Nebraska, in Custer County. Broken Bow has a population of 3,492. The 181-acre airport opened in 1937. The primary runway, Runway 14/32, is a concrete runway measuring 4,203 feet in length and 75 feet in width. Major employers in the area include Becton Dickinson Medical Supplies, Sargent Pipe Co., Adams Land & Cattle Company, and Melham Memorial Hospital. Local attractions include the Custer County Historical Museum.

The airport, with 11 based aircraft, experiences approximately 7,162 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were five aviation-related tenants on the airport, including airport management, who supported seven employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.47 million annually. The estimated direct annual payroll of these tenants is \$178,200. Operational data indicated that approximately 490 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning approximately \$20,000 annually. Indirect output from general aviation visitors is estimated at \$32,300.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Broken Bow Municipal Airport was approximately \$2.29 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 14 persons, with a total annual payroll (first round and secondary) of approximately \$301,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Broken Bow Municipal Airport provides several services to the local community. The airport is primarily a base for recreational uses and for agricultural application. The airport is located in the Sand Hills region, an area noted for livestock production and outdoors activities such as hunting and fishing. A Fixed Base Operator (FBO) provides aircraft maintenance and services to the community's pilots. A UPS contract carrier provides the community with access to express shipping services. The airport is sometimes used as a base for rangeland firefighting efforts, and provides the community with important access to the State's medical system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Melham Medical Center uses the airport six times a year to bring doctors and specialists to the hospital to conduct clinics.

Summary

On an annual basis, Broken Bow Municipal Airport currently provides the following total benefits:

Broken Bow Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	7	5	12
GA Visitors	<u>1</u>	<u>1</u>	<u>2</u>
Total	8	6	14
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$178,200	\$91,400	\$269,600
GA Visitors	<u>\$20,000</u>	<u>\$11,400</u>	<u>\$31,400</u>
Total	\$198,200	\$102,800	\$301,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,478,000	\$757,900	\$2,235,900
GA Visitors	<u>\$32,300</u>	<u>\$19,600</u>	<u>\$51,900</u>
Total	\$1,510,300	\$777,500	\$2,287,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement related construction spending at airports in Nebraska typically produce the following impacts:

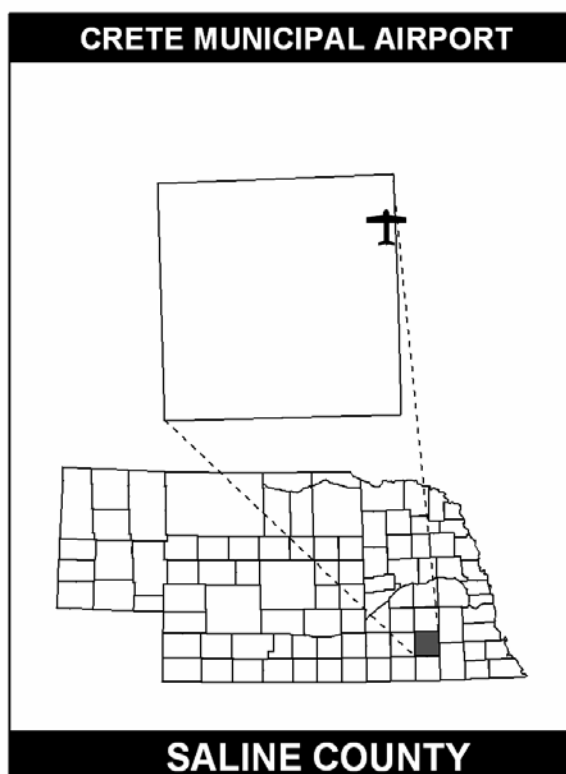
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Crete Municipal Airport is located two miles east of Crete, Nebraska, in Saline County. Crete has a population of 5,436. The 202-acre airport opened in 1949. The primary runway, Runway 17/35, is a concrete runway measuring 4,202 feet in length and 75 feet in width. Several major manufacturers, such as Farmland Foods Inc., and Douglas Manufacturing, make significant contributions to the community's economy. Farmland Foods is the community's largest industrial employer as well as one of the nation's leading processors of high quality pork and beef, distributing to retail, deli, and food service outlets internationally. Other large employers in the area include Friskies Pet Care Company, and Lauhoff Grain Company.

The airport, with 54 based aircraft, experiences approximately 18,050 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported five employees. These tenants' direct or first-round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$461,900 annually. The estimated direct annual payroll of these tenants is \$65,800. Operational data indicated that approximately 1,198 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$41,000 annually. Indirect output from general aviation visitors is estimated at \$64,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN

multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Crete Municipal Airport was approximately \$783,200. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 11 persons, with a total annual payroll (first round and secondary) of approximately \$165,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Crete Municipal Airport offers several services to the local community. The airport serves many recreational flights by both local pilots and visitors to the area. A moderate amount of corporate traffic uses the facility, either transporting employees or parts and supplies. The airport has a school specializing in skydiving. In addition, the airport serves as a training facility for military exercises and for civil flight instruction. The facility is frequently used for medical flights, such as transportation for visiting doctors to Crete Municipal Hospital or for evacuation of patients to larger hospitals.

The airport holds a number of aviation-related public events, such as fly-ins, poker runs, and chili feeds.

Summary

On an annual basis, Crete Municipal Airport currently provides the following total benefits:

Crete Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	<u>3</u>	<u>1</u>	<u>3</u>
Total	7	4	11
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$65,800	\$33,700	\$99,500
GA Visitors	<u>\$41,800</u>	<u>\$23,900</u>	<u>\$65,700</u>
Total	\$107,600	\$57,600	\$165,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$461,900	\$217,300	\$679,200
GA Visitors	<u>\$64,700</u>	<u>\$39,300</u>	<u>\$104,000</u>
Total	\$526,600	\$256,600	\$783,200

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

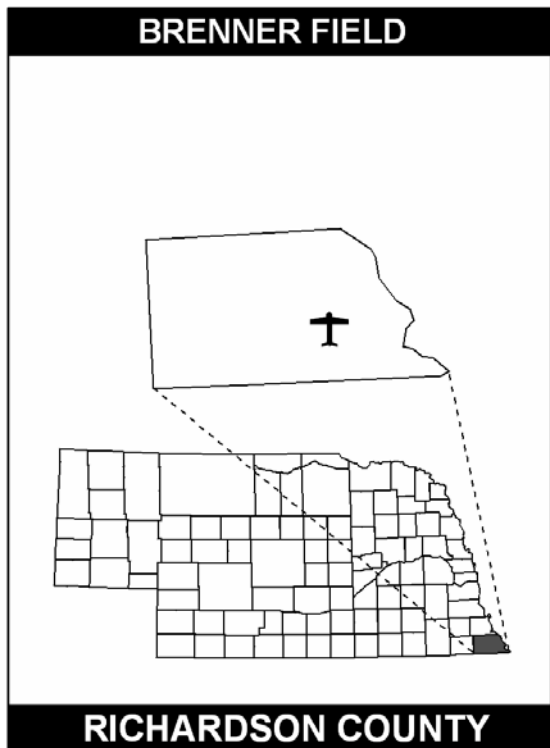
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Brenner Field is located one mile northeast of Falls City, Nebraska, in Richardson County. Falls City has a population of 4,424. The 152-acre airport opened in 1947. The primary runway, Runway 14/32, is constructed of concrete measuring 3,999 feet in length and 60 feet in width. Major manufacturing firms in the area include Woodings-Verona Tools Works, Mickleberry Inc., Watkins Aircraft Support Products, Inc., and ALANCO Environmental Manufacturing Company.

The airport, with 31 based aircraft, experiences approximately 6,504 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also

linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Brenner Field was approximately \$267,500. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at five persons with a total first round payroll of approximately \$58,200 annually. Survey data indicated that approximately 1,470 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Brenner Field was approximately \$398,300. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately eight persons, with a total annual payroll (first round and secondary) of approximately \$91,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Brenner Field offers a number of services to the local community. The airport welcomes many recreational flights in addition to corporate aircraft such as that belonging to DW Enterprises. The airport's Fixed Base Operator (FBO) provides aircraft maintenance and service and pilot services. The field is used by an aerial application service during the growing season. There is a significant amount of flight training activity that occurs at Brenner Field. The airport occasionally accommodates emergency services and law enforcement personnel performing exercises or operations. Airport management reports frequent use of the facility by physicians and medical specialists visiting the Community Medical Center in Falls City.

Summary

On an annual basis, Brenner Field currently provides the following total benefits:

Brenner Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2	2	4
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	5	3	8
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$58,200	\$32,800	\$91,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$267,500	\$130,800	\$398,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

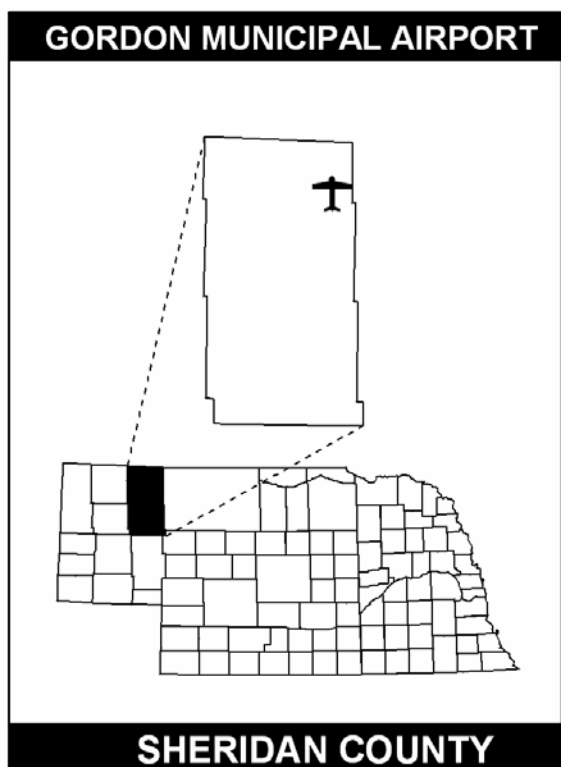
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Gordon Municipal Airport is located 1 mile east of Gordon, Nebraska, in Sheridan County. Gordon has a population of 1,736. Basic economic activities of Gordon include farming, ranching, cattle feeding, and retail and wholesale sales. The largest employers in the area are Farmers Co-Op, Gordon Livestock Market, Inc., Gordon Memorial Hospital and Modern Farm Equipment, Inc. The 289-acre airport opened in 1937 and the primary runway, Runway 04/22, is an asphalt surface measuring 5,196 feet in length and 75 feet in width. Local attractions include the Tri-State Old Time Cowboys Memorial Museum and the Mari Sandoz Museum.

The airport, with 11 based aircraft, experiences approximately 4,400 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account

for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported four employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$302,000 annually. The estimated direct annual payroll of these tenants is \$89,800. Operational data indicated that approximately 1,089 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning over \$36,700 annually. Indirect output from general aviation visitors is estimated at \$58,800.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Gordon Municipal Airport was approximately \$540,100. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately nine persons, with a total annual payroll (first round and secondary) of approximately \$191,300 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Gordon Municipal Airport offers several services to the local community. The airport welcomes many recreational flights as well as a number of corporate aircraft, such as those belonging to Modern Farm and Shadbolt Land & Cattle. The airport's Fixed Base Operator offers a number of aircraft and pilot services. There is also a part-time flight instructor at the facility. A charter service at the airport enables the public to travel to distant cities more easily. Additionally, the airport is important to the community as an access point to the State's health care system, enabling physicians to visit Gordon Memorial Hospital, as well as providing for emergency medical evacuation.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Gordon Memorial Hospital District uses the airport on average 41 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Rapid City and Scottsbluff. In addition, the hospital use aircraft 65 times per year for emergency patient transfer via air ambulance.

The airport also participates in a number of aviation-related community events, such as air shows and remote-controlled airplane exhibitions.

Summary

On an annual basis, Gordon Municipal Airport currently provides the following total benefits:

Gordon Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	4	2	6
GA Visitors	<u>2</u>	<u>1</u>	<u>3</u>
Total	6	3	9
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$89,800	\$43,800	\$133,600
GA Visitors	<u>\$36,700</u>	<u>\$21,000</u>	<u>\$57,700</u>
Total	\$126,500	\$64,800	\$191,300
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$302,000	\$143,600	\$445,600
GA Visitors	<u>\$58,800</u>	<u>\$35,700</u>	<u>\$94,500</u>
Total	\$360,800	\$179,300	\$540,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

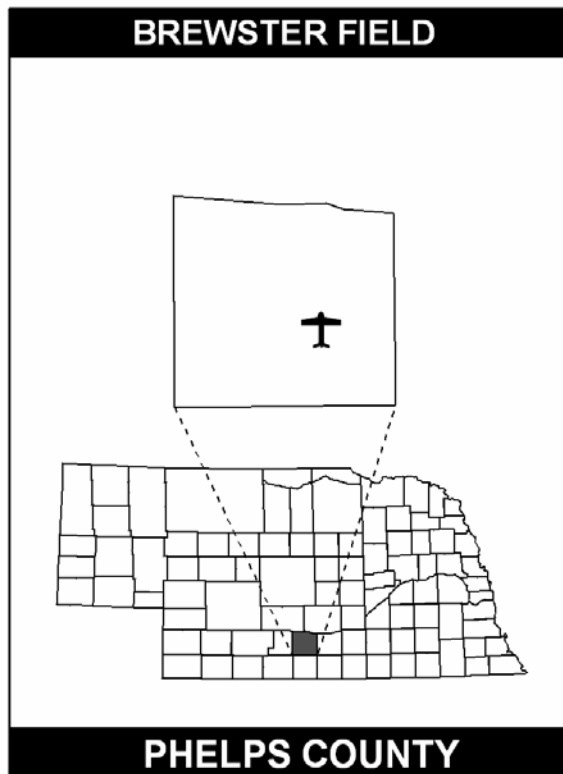
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Brewster Field is located two miles northeast of Holdrege, Nebraska, in Phelps County. Holdrege has a population of 5,836. The 398-acre airport opened in 1938. The primary runway, Runway 18/36, is an asphalt-concrete runway measuring 4,701 feet in length and 75 feet in width. Major employers in the community include Becton-Dickinson, Holdrege Schools, Phelps Memorial Health Center, Holdrege Memorial Home, The Connection, AgriCo-op, and Allmand Bros, Inc. Local attractions include the Phelps County Historical Society Museum and numerous wildlife areas.

The airport, with 18 based aircraft, experiences approximately 10,100 operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round

benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were six aviation-related tenants on the airport, including airport management, who supported 15 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$3.3 million annually. The estimated direct annual payroll of these tenants is \$358,200. Operational data indicated that approximately 1,470 visitors used the airport. Visitor-related spending supported an additional just over \$50,000 annually. Indirect output from general aviation visitors is estimated at \$79,400.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Brewster Field was approximately \$5.13 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 30 persons with a total annual

payroll (first round and secondary) of approximately \$615,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Brewster Field offers several services to the community. The airport welcomes many recreational aircraft, as well as corporate aircraft such as those belonging to Allmand Brothers, Kayton Electric, and Protocol. The airport is also the base for three aerial agricultural application services. Brewster Field accommodates the aircraft operated by leading employers, such as Becton-Dickinson, Brown's Construction, and several consultants.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Phelps Memorial Health Center uses the airport on average 100 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln and Kearney. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Law enforcement agencies use the airport for training exercises and stopovers. The Nebraska Game and Parks Commission occasionally use the field as a base for wildlife inventory activities. Additionally, oil pipeline inspection activity occurs from the airport. Brewster Field takes part in a variety of community and charity activities. The airport terminal has a meeting room that is available to the community. The Make-a-Wish Foundation occasionally holds events at the airport.

Summary

On an annual basis, Brewster Field currently provides the following total benefits:

Brewster Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	15	11	26
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	18	12	30
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$358,200	\$178,600	\$536,800
GA Visitors	<u>\$50,100</u>	<u>\$28,600</u>	<u>\$78,700</u>
Total	\$408,300	\$207,200	\$615,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$3,313,900	\$1,685,400	\$4,999,300
GA Visitors	<u>\$79,400</u>	<u>\$48,200</u>	<u>\$127,600</u>
Total	\$3,393,300	\$1,733,600	\$5,126,900

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

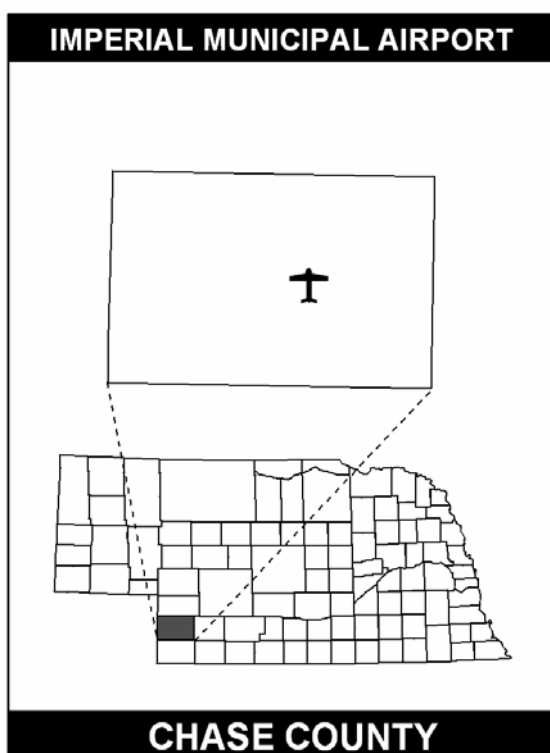
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Imperial Municipal Airport is located one mile southeast of Imperial, Nebraska, in Chase County. Imperial has a population of 1935. The 213-acre airport opened in 1944. The primary runway, Runway 13/31, is constructed of concrete measuring 5,022 feet in length and 100 feet in width. Major employers in the community include Artistic Woodworking and Midwest Farm Equipment.

The airport, with 19 based aircraft, experiences approximately 9,700 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional

employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported five employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.38 million annually. The estimated direct annual payroll of these tenants is \$115,000. Operational data indicated that approximately 653 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning \$21,700 annually. Indirect output from general aviation visitors is estimated at \$35,300.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Imperial Municipal Airport was approximately \$2.14 million. Total employment related to airport tenants and general aviation visitors,

including all secondary impacts, is estimated at approximately 10 persons, with a total annual payroll (first round and secondary) of approximately \$208,100 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Imperial Municipal Airport provides several services to the local community. The airport welcomes many recreational flights, as well as a number of corporate aircraft, such as those belonging to Great Plains Communications and the airport's two aerial applicators. Agricultural spraying contributes much of the airport's activity during the growing season. The airport is very important to the community by providing access to the region's health care system. Doctor and medical evacuation flights are frequently accommodated by the airport.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Chase County Community Hospital and Dundly County Hospital, in Benkelman, both use the airport about 300 times a year combined to bring doctors and specialists to their respective hospitals to conduct clinics. These doctors fly in from Denver, Kearney, Greeley, Hastings, and North Platte. In addition, the hospitals use aircraft 14 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

The Nebraska Forest Service uses Imperial Municipal Airport to store fire retardant in the event of a wildfire in the airport's environs. Steggs Flying Service, based on the airport, is

the designated fire retardant applicator in such an event.

Summary

On an annual basis, Imperial Municipal Airport currently provides the following total benefits:

Imperial Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	<u>1</u>	<u>0</u>	<u>2</u>
Total	6	4	10
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$115,000	\$59,000	\$174,000
GA Visitors	<u>\$21,700</u>	<u>\$12,400</u>	<u>\$34,100</u>
Total	\$136,700	\$71,400	\$208,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,379,600	\$702,800	\$2,082,400
GA Visitors	<u>\$35,300</u>	<u>\$21,400</u>	<u>\$56,700</u>
Total	\$1,414,900	\$724,200	\$2,139,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

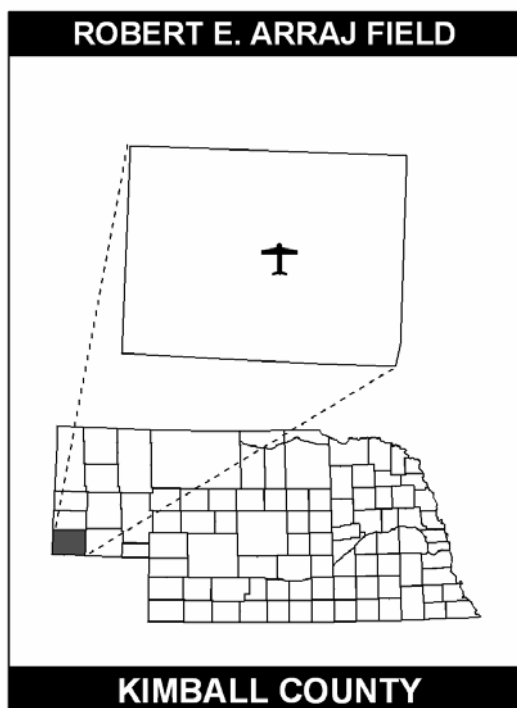
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Kimball Municipal/Robert E. Arraj Field is located three miles south of Kimball, Nebraska, in Kimball County. Kimball has a population of 2,598. The 342-acre airport opened in 1946. The primary runway, Runway 10/28, is a concrete surface measuring 6,199 feet in length and 75 feet in width. Manufacturers in the area include Castronics, Clean Harbors Environmental, George Risk Industries, Curley's Machine Works, and Performax.

The airport, with 17 based aircraft, experiences approximately 6,540 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional

employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported twelve employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.38 million annually. The estimated direct annual payroll of these tenants is \$298,900. Operational data indicated that approximately 871 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning over \$30,100 annually. Indirect output from general aviation visitors is estimated at \$47,000.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Kimball Municipal Airport was approximately \$2.15 million. Total full-time employment related to airport tenants and general aviation

visitors, including all secondary impacts, is estimated at approximately 22 persons, with a total annual payroll (first round and secondary) of approximately \$498,300 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Kimball Municipal Airport/Robert E. Arraj Field provides a number of services to the local community. The airport welcomes many recreational flights, as well as corporate aircraft such as that belonging to George Risk Industries. The airport is often a gateway for recreational visitors to the area. Aerial livestock inspection and surveillance are occasional activities at the airport as well. The airport accommodates a significant amount of training activity. The facility is also important to the local community in terms of providing access to the region's health care system, by either transporting physicians to the area or through medical evacuation services.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Kimball County Hospital uses the airport about twice a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Cheyenne, Scottsbluff, or Sidney. In addition, the hospital uses aircraft 18 times per year for emergency patient transfer via air ambulance.

The airport is home to Missionaire Inc., a non-profit organization specializing in transportation and coordination of church missionaries to places around the world. The airport is home to an AirFair every other year, and open houses are held twice annually.

Summary

On an annual basis, Kimball Municipal Airport currently provides the following total benefits:

Kimball Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	12	8	20
GA Visitors	<u>2</u>	<u>1</u>	<u>2</u>
Total	13	9	22
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$298,900	\$152,100	\$451,000
GA Visitors	<u>\$30,100</u>	<u>\$17,200</u>	<u>\$47,300</u>
Total	\$329,000	\$169,300	\$498,300
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,375,700	\$697,900	\$2,073,600
GA Visitors	<u>\$47,000</u>	<u>\$28,500</u>	<u>\$75,500</u>
Total	\$1,422,700	\$726,400	\$2,149,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

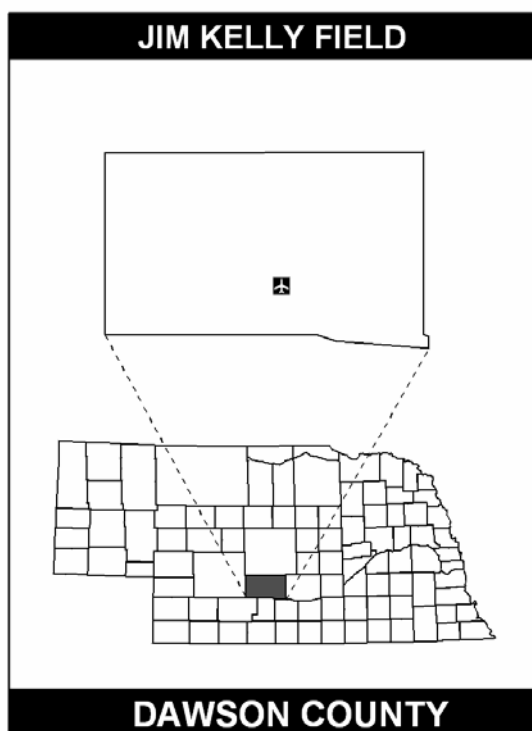
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Jim Kelly Field is located two miles northwest of Lexington, Nebraska, in Dawson County. Lexington has a population of 9,006. The 275-acre airport opened in 1947. The primary runway, Runway 14/32, is a concrete surface measuring 5,489 feet in length and 100 feet in width. Major employers in the community include Iowa Beef Packers/Tyson Foods, Orthman Manufacturing, Nebraska By-Products, Veetronix, and Eilers Machine and Welding. Local attractions include the Heartland Museum of Military Vehicles and the Dawson County Historical Society Museum.

The airport with 29 based aircraft, experiences approximately 10,340 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round

benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported seven employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.53 million annually. The estimated direct annual payroll of these tenants is \$179,500. Operational data indicated that approximately 1,100 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning an estimated \$36,700 annually. Indirect output from general aviation visitors is estimated at \$58,800.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Jim Kelly Field was approximately \$2.38 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 15 persons, with a total annual payroll (first round and secondary) of approximately \$324,700 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Jim Kelly Field offers a number of services to the local community. The airport welcomes many recreational flights, as well as corporate aircraft, such as those belonging to IBP/Tyson, Will Lantis Enterprises, and BPI. The airport's Fixed Base Operator (FBO) offers full-service aircraft maintenance and repair. The airport is also home to an aerial agricultural applicator that serves the community's farmers during the growing season.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Tri-County Area Hospital District uses the airport on average eight times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln, Omaha, and Kearney. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance.

The airport is active in community events throughout the year. It hosts an annual fly-in for the Experimental Aircraft Association and a safety meeting coordinated by the Aircraft Owners and Pilots Association. The airport offers tours for school children once a year, and

provides space for local law enforcement exercises.

Summary

On an annual basis, Jim Kelly Field currently provides the following total benefits:

Jim Kelly Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	7	5	12
GA Visitors	2	1	3
Total	9	6	15
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$179,500	\$87,500	\$267,000
GA Visitors	\$36,700	\$21,000	\$57,700
Total	\$216,200	\$108,500	\$324,700
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,529,700	\$756,400	\$2,286,100
GA Visitors	\$58,800	\$35,700	\$94,500
Total	\$1,588,500	\$792,100	\$2,380,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

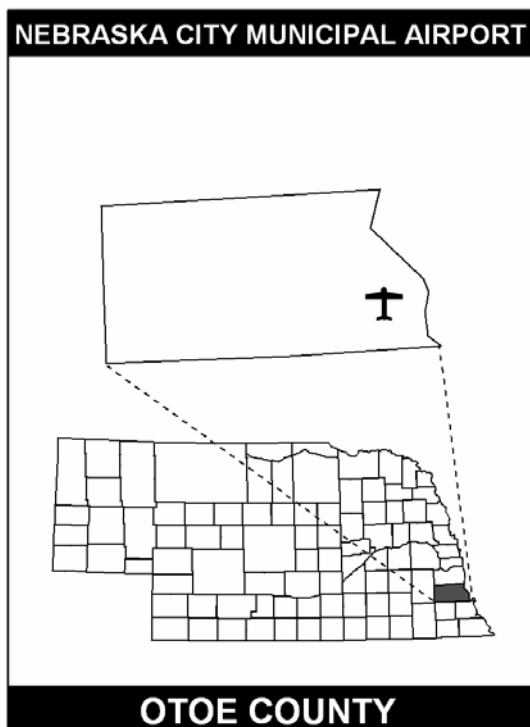
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Nebraska City Municipal Airport is located four miles south of Nebraska City, Nebraska, in Otoe County. Nebraska City has a population of 7,022. The 215-acre airport opened in 1993. The primary runway, Runway 15/33, is constructed of concrete measuring 4,500 feet in length and 75 feet in width. Manufacturing and processing firms in the area include Coca-Cola Bottling Company, Arnie's Bakery Inc., City Wholesale Meat Company, Emmpak Specialty Products, and Pendleton Woolen Mills. Nebraska City has many tourist attractions, such as apple orchards, outlet shopping, and historic attractions. Local attractions include Arbor Day Farm, Arbor Lodge State Historical Park & Museum, John Brown's Cave and Wildwood Center.

The airport, with 16 based aircraft, experiences approximately 4,250 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Nebraska City Municipal Airport was approximately \$853,200. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at five persons with a total first round payroll of approximately \$35,100 annually. Survey data indicated that approximately 735 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts

calculated using the Nebraska-specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Nebraska City Municipal Airport was approximately \$1.24 million. Total employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately six full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$52,400 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Nebraska City Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights, as well as a number of corporate aircraft such as those belonging to Midwest Construction and NPPA. The airport is also occasionally used for law enforcement and firefighting activities, as well as for environmental patrols and aerial surveying and inspecting. The airport is important to the community in terms of providing emergency access to the region's health care system. Visiting physicians and medical evacuation flights occasionally use the facility.

The airport participates in a number of community events, such as town festivals, air shows, and pancake fly-ins. There are also a number of golf courses near the airport that attract visitors to the airport.

Summary

On an annual basis, Nebraska City Municipal Airport currently provides the following total benefits:

Nebraska City Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	1	4
GA Visitors	<u>2</u>	<u>0</u>	<u>2</u>
Total	5	2	6
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	**	**	**
GA Visitors	<u>**</u>	<u>**</u>	<u>**</u>
Total	\$35,100	\$17,300	\$52,400
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	**	**	**
GA Visitors	<u>**</u>	<u>**</u>	<u>**</u>
Total	\$853,200	\$386,500	\$1,239,700

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

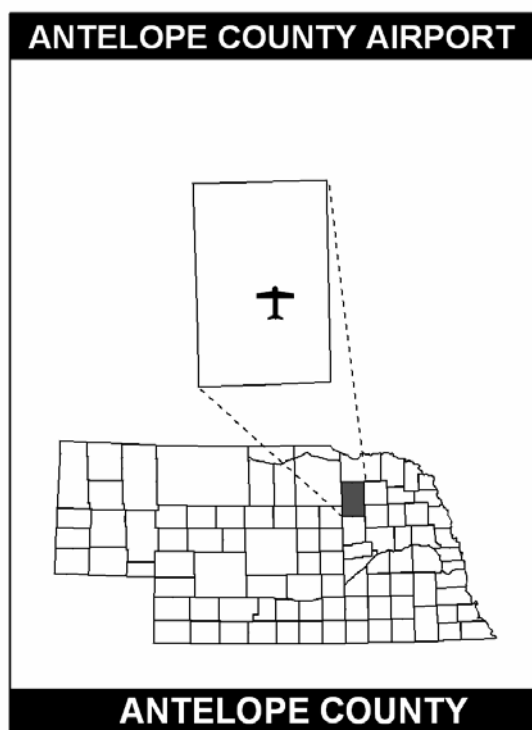
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Antelope County Airport is located one mile southwest of Neligh, Nebraska, in Antelope County. Neligh has a population of 1,608. The 99-acre airport opened in 1948. The primary runway, Runway 12/30, is an asphalt runway measuring 3,300 feet in length and 50 feet in width. Major employers in the community include Elkhorn River Manufacturing, Neligh-Oakdale Public Schools, City of Neligh, Antelope Memorial Hospital, RDM Oil and Baker Manufacturing. Local attractions include Neligh Mills and Antelope County Historical Museum.

The airport, with 20 based aircraft, experiences approximately 5,100 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also

linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported two full-time equivalent employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$393,100 annually. The estimated direct annual payroll of these tenants is \$55,800. Operational data indicated that approximately 1,252 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$43,400 annually. Indirect output from general aviation visitors is estimated at \$67,600.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Antelope County Airport was approximately \$686,400. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately seven persons, with a total annual payroll (first round and secondary) of approximately \$146,100 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Antelope County Airport provides many services to the community. The airport mainly caters to recreational flyers, with a significant amount of corporate activity. The airport is the base for two agricultural application services, which constitute much of the airport's summer activity. The airport also assists local emergency services by accommodating fire and police activities. Antelope County Airport is important to the local community in terms of access to the State's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Antelope Memorial Hospital uses the airport on average 72 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Omaha, Lincoln, and Sioux City. In addition, Tilden Community Hospital and Antelope Memorial Hospital use aircraft occasionally for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

The airport participates in many community activities, such as fly-in pancake breakfasts, a local Experimental Aviation Association (EAA)

chapter, scouting trips, and facility tours. The airport is home to a radio-controlled club and a gun enthusiast club.

Summary

On an annual basis, Antelope County Airport currently provides the following total benefits:

Antelope County			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2	1	3
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	5	2	7
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$55,800	\$22,100	\$77,900
GA Visitors	<u>\$43,400</u>	<u>\$24,800</u>	<u>\$68,200</u>
Total	\$99,200	\$46,900	\$146,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$393,100	\$184,600	\$577,700
GA Visitors	<u>\$67,600</u>	<u>\$41,100</u>	<u>\$108,700</u>
Total	\$460,700	\$225,700	\$686,400

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

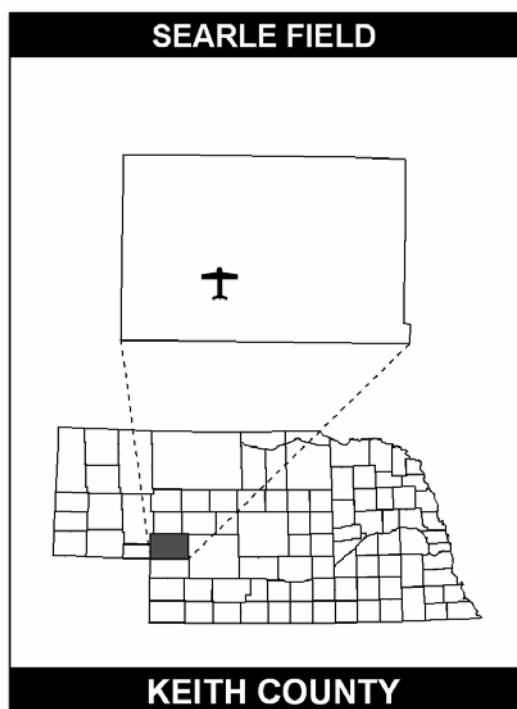
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Searle Field is located 2 miles west of Ogallala, Nebraska, in Keith County. Ogallala has a population of 5,216. The 281-acre airport opened in 1920. The primary runway, Runway 08/26, is a concrete surface measuring 5,100 feet in length and 75 feet in width. Major employers in the area include American Suzuki Corporation, Ogallala Public Schools, Ogallala Community Hospital, ACI Telecentrics, and Prophet Systems Innovations. Local attractions include Lake McConaughy, Lake Ogallala, Front Street, Petrified Wood Gallery, and the Mansion on the Hill.

The airport, with 13 based aircraft, experiences approximately 4,713 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government

activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported two full-time equivalent employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.05 million annually. The estimated direct annual payroll of these tenants is \$377,000. Operational data indicated that approximately 1,683 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning \$56,800 annually. Indirect output from general aviation visitors is estimated at \$90,900.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Searle Field was approximately \$1.53 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately eight persons, with a total annual payroll (first round and secondary) of approximately \$584,400 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Searle Field offers a number of services to the local community. The airport welcomes many recreational flights, as well as aircraft belonging to businesses from around the region. The airport's Fixed Base Operator (FBO) offers aircraft maintenance and repair. The airport is home to the Nebraska State Patrol's aviation unit. The facility is also important to the community in terms of providing access to the region's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Ogallala Community Hospital uses the airport on average 132 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Denver, Greeley, and North Platte. In addition, the hospital use aircraft 24 times per year for emergency patient transfer via air ambulance. Ogallala Community Hospital estimates nearly 3,000 patients were seen by doctors who used the airport. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, Searle Field currently provides the following total benefits:

Searle Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2	1	3
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	5	2	8
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$377,000	\$118,100	\$495,100
GA Visitors	<u>\$56,800</u>	<u>\$32,500</u>	<u>\$89,300</u>
Total	\$433,800	\$150,600	\$584,400
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,046,400	\$337,500	\$1,383,900
GA Visitors	<u>\$90,900</u>	<u>\$55,200</u>	<u>\$146,100</u>
Total	\$1,137,300	\$392,700	\$1,530,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

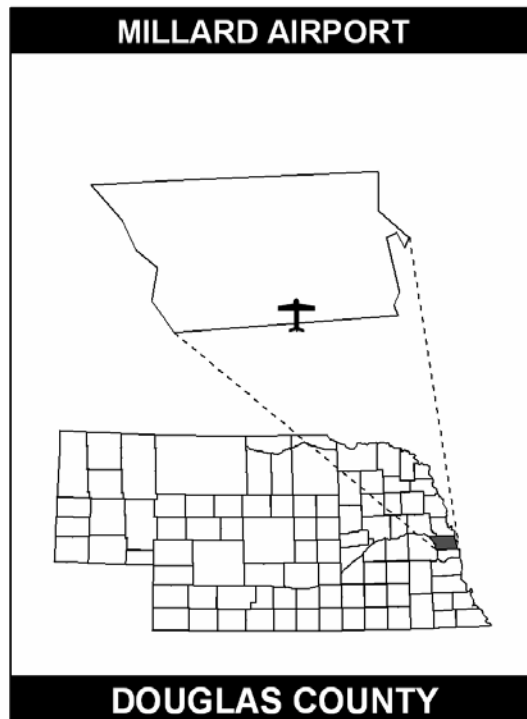
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Millard Airport is located seven miles southwest of Omaha, Nebraska, in Douglas County. Omaha has a population of 386,742. The 165-acre airport opened in 1967. The primary runway, Runway 12/30, is a concrete surface measuring 3,801 feet in length and 75 feet in width. Major employers in the region include Offutt Air Force Base, Alegent Health, Omaha Public Schools, First Data Corporation, Methodist Health System, Mutual of Omaha, Nebraska Health System, Odyssey Staffing, Staff Mid-America, and West Corporation. Local attractions include Black Americana Museum, Great Plains Black History Museum, Mormon Pioneer Monument and Cemetery, Omaha Botanical Gardens, Omaha Magic Theater, Red Barn Opry Showhouse, U.S.S. Hazard & U.S.S. Marlin Freedom Park, Omaha-Henry Doorly Zoo, and The Old Market.

The airport, with 173 based aircraft, experiences approximately 71,575 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported 26 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$2.53 million annually. The estimated direct annual payroll of these tenants is \$533,200. Operational data indicated that approximately 17,640 visitors used the airport. Visitor-related spending supported an additional 36 full-time jobs for employees earning an estimated \$602,900 annually. Indirect output from general aviation visitors is estimated at \$952,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for

output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Millard Airport was approximately \$5.32 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 91 persons with a total annual payroll (first round and secondary) of approximately \$1.74 million associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Millard Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to numerous corporate aircraft such as those belonging to firms in the construction and agricultural equipment manufacturing and the consumer electronics industries. The airport's Fixed Base Operators (FBOs) provide aircraft maintenance, sales, and rental, fuel, and pilot training. The fixed-wing FBOs' flight training school is reported as the largest in Nebraska, having six full-time instructors and 75 students with an estimated 500-600 students placed with airlines over the school's history.

The airport accommodates the State's medical community by serving as the base for many doctor's flights from Omaha to rural Nebraska communities. The Shriners' and Children's Hospitals in Omaha use the airport for medical evacuation flights as well. The Nebraska Natural Resources District and the Iowa Department of Natural Resources perform aerial surveys with helicopters based at the field.

The airport hosts several community and charity events, such as Make-A-Wish Foundation air races, high school career day talks, Experimental

Aircraft Association (EAA) events, and FAA safety programs.

Summary

On an annual basis, Millard Airport currently provides the following total benefits:

Omaha-Millard Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	26	19	44
GA Visitors	<u>36</u>	<u>11</u>	<u>47</u>
Total	62	29	91
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$533,200	\$260,600	\$793,800
GA Visitors	<u>\$602,900</u>	<u>\$344,700</u>	<u>\$947,600</u>
Total	\$1,136,100	\$605,300	\$1,741,400
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$2,526,000	\$1,261,800	\$3,787,800
GA Visitors	<u>\$952,700</u>	<u>\$578,600</u>	<u>\$1,531,300</u>
Total	\$3,478,700	\$1,840,400	\$5,319,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

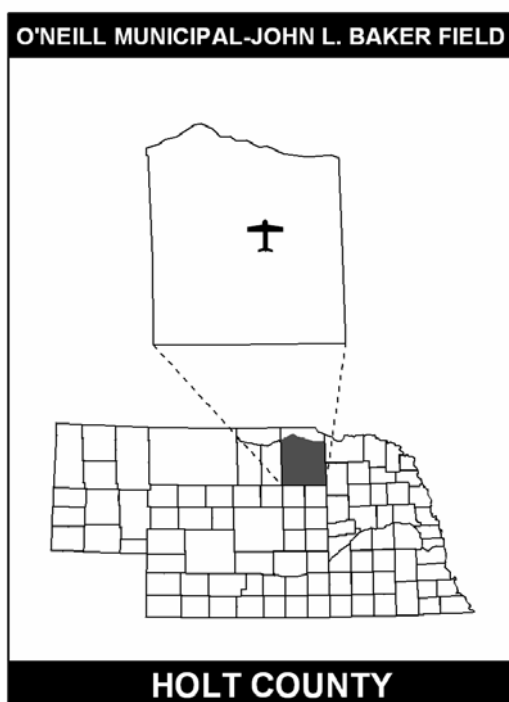
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

The O'Neill Municipal-John L. Baker Field is located two miles northwest of O'Neill, Nebraska, in Holt County. O'Neill has a population of 3,766. The 316-acre airport opened in 1946. The primary runway, Runway 13/31, is an asphalt surface measuring 4,409 feet in length and 75 feet in width. Local attractions include the natural areas near the Niobrara National River.

The airport, with 23 based aircraft, experiences approximately 7,440 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts).

Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported three employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$765,500 annually. The estimated direct annual payroll of these tenants is \$92,200. Operational data indicated that approximately 1,960 visitors used the airport. Visitor-related spending supported an additional four full-time jobs for employees earning over \$66,800 annually. Indirect output from general aviation visitors is estimated at \$105,900.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to O'Neill Municipal-John L. Baker Field was approximately \$1.31 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately ten persons, with a total annual payroll (first round and secondary) of approximately \$238,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, O'Neill Municipal-John L. Baker Field provides several services to the local community. The airport welcomes many recreational flights, as well as a number of corporate aircraft. The airport has a UPS contract carrier providing the city with overnight and freight delivery. An aerial application service is based at the airport during the growing season, and serves much of the farming industry surrounding O'Neill. The airport occasionally accommodates police and firefighting activities. Additionally, the airport is important to the local community in terms of providing access to the region's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Avera St. Anthony's Hospital and Niobrara Valley Hospital in Lynch use O'Neill Municipal-John L. Baker Field on average 180 times a year to bring doctors and specialists to their respective hospitals to conduct clinics. These doctors fly in from Omaha, Yankton, Kearney, and Grand Island. In addition, the hospitals use aircraft 28 times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of

Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, O'Neill Municipal-John L. Baker Field currently provides the following total benefits:

O'Neill Municipal/John Baker Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	2	5
GA Visitors	<u>4</u>	<u>1</u>	<u>5</u>
Total	7	3	10
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$92,200	\$40,800	\$133,000
GA Visitors	<u>\$66,800</u>	<u>\$38,200</u>	<u>\$105,000</u>
Total	\$159,000	\$79,000	\$238,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$765,500	\$375,800	\$1,141,300
GA Visitors	<u>\$105,900</u>	<u>\$64,300</u>	<u>\$170,200</u>
Total	\$871,400	\$440,100	\$1,311,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

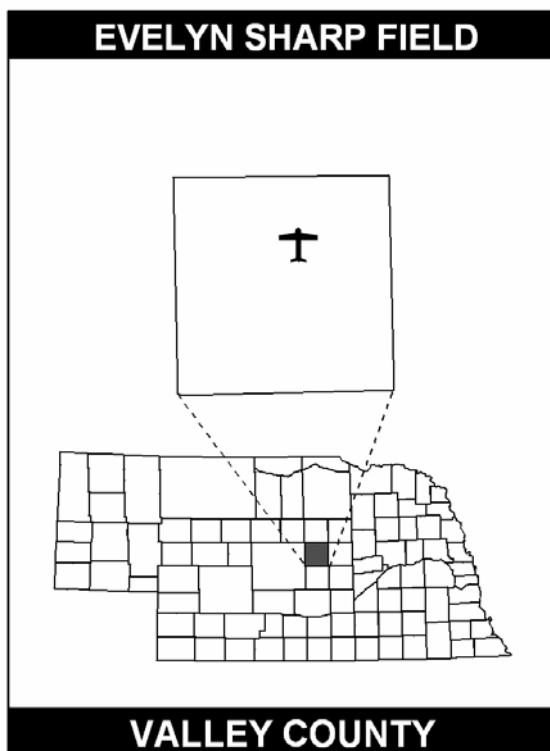
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Evelyn Sharp Field is located two miles northwest of Ord, Nebraska, in Valley County. Ord has a population of 2,277. The 172-acre airport opened in 1947. The primary runway, Runway 13/31, is a concrete surface measuring 4,500 feet in length and 60 feet in width. Major employers in the community include Valley County Hospital and Nursing Home, Timberline Total Solutions, Quiz Graphic Arts Inc., GreenIron, GrandView Assisted and Independent Living, Ord Equipment, Trotter Fertilizer and Propane, and Spalding Co-op.

The airport, with 12 based aircraft, experiences approximately 7,900 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round

benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the airport's management was the only aviation-related tenant, which supported one employee. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from this on-airport aviation-related tenant is estimated at \$2,400 annually. The estimated direct annual payroll of these tenants is \$23,000. Operational data indicated that approximately 1,252 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$43,400 annually. Indirect output from general aviation visitors is estimated at \$67,600.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Evelyn Sharp Field was approximately \$111,900. Total employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 5.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$98,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Evelyn Sharp Field provides a number of services to the local community. The airport welcomes many recreational flights, as well as a number of corporate aircraft. Aerial application services use the field for operations during the growing season. The airport also accommodates aerial photography and real estate viewing. Management reports that access to emergency services is an important benefit provided by the airport. Physician arrivals and medical evacuation flights are common at the airport.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Valley County Hospital uses the airport on average 43 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Grand Island, Kearney, and Lincoln. In addition, the hospital uses aircraft nine times per year for emergency patient transfer via air ambulance.

The airport participates in a number of community events, including an annual air show and fly-in each fall.

Summary

On an annual basis, Evelyn Sharp Field currently provides the following total benefits:

Evelyn Sharp Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	0.5	1.5
GA Visitors	<u>3</u>	<u>1</u>	<u>3</u>
Total	4	1.5	5.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$23,000	\$7,000	\$30,000
GA Visitors	<u>\$43,400</u>	<u>\$24,800</u>	<u>\$68,200</u>
Total	\$66,400	\$31,800	\$98,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$2,400	\$800	\$3,200
GA Visitors	<u>\$67,600</u>	<u>\$41,100</u>	<u>\$108,700</u>
Total	\$70,000	\$41,900	\$111,900

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

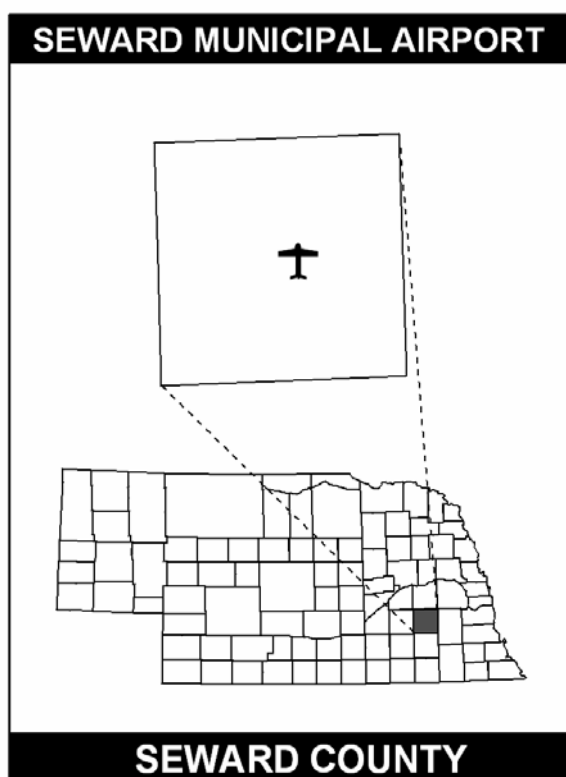
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Seward Municipal Airport is located three miles southwest of Seward, Nebraska, in Seward County. Seward has a population of 6,522. The 244-acre airport opened in 1976. The primary runway, Runway 16/34, is a concrete surface measuring 3,601 feet in length and 60 feet in width. Basic economic activities of Seward, the county seat and a college town, include manufacturing, retailing, medical services, education, farming, cattle, hog and sheep feeding, trucking, printing, banking, and agricultural research. Major employers in the area include Hughes Brothers, Walker Manufacturing Company, Experian, Seward Motor Freight, and Concordia University. Local attractions include the Seward County Historical Society Museum.

The airport, with 25 based aircraft, experiences approximately 12,150 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Seward Municipal Airport was approximately \$397,700. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at five persons with a total first round payroll of approximately \$120,300 annually. Survey data indicated that approximately 1,770 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Seward Municipal Airport was approximately \$610,800. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 10 persons, with a total annual payroll (first round and secondary) of approximately \$185,600 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Seward Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights as well as corporate aircraft. The airport's Fixed Base Operator (FBO) provides a wide variety of aircraft and pilot services. The airport is occasionally used for emergency services, such as police and firefighting activities. The airport is also important to the local community in terms of providing access to the State's health care system. The airport occasionally accommodates visiting physicians or medical evacuation flights.

Summary

On an annual basis, Seward Municipal Airport currently provides the following total benefits:

Seward Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	2	5
GA Visitors	4	1	5
Total	7	3	10
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$120,300	\$65,300	\$185,600
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$397,700	\$213,100	\$610,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

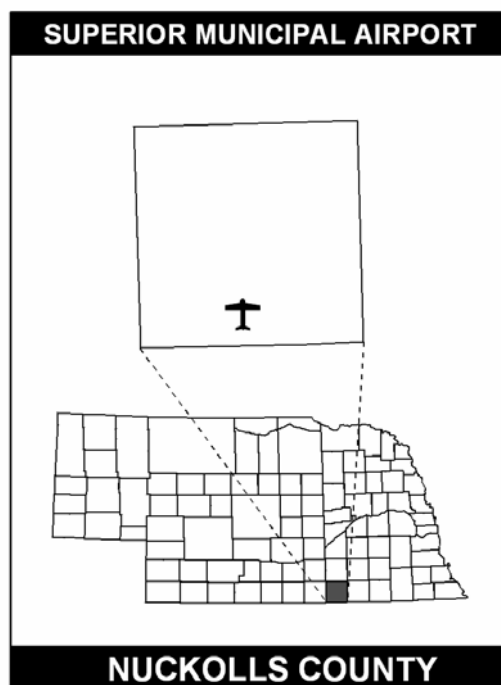
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Superior Municipal Airport is located two miles north of Superior, Nebraska, in Nuckolls County. Superior has a population of 2,007. The 248-acre airport opened in 1946. The primary runway, Runway 14/32, is an asphalt-concrete surface measuring 3,702 feet in length and 60 feet in width. Major employers in the community include Brodstone Memorial Hospital, the City of Superior, Superior Public Schools, Good Samaritan Home, Pamida, Alexander Motors, Agrex, Inc., Ideal Market, Mid-Nebraska Individual Services, and Superior Outdoor Power.

The airport, with 19 based aircraft, experiences approximately 5,500 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via

the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported five employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$2.17 million annually. The estimated direct annual payroll of these tenants is \$63,500. Operational data indicated that approximately 272 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning approximately \$10,000 annually. Indirect output from general aviation visitors is estimated at \$14,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Superior Municipal Airport was approximately

\$3.29 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 9.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$111,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Superior Municipal Airport provides a number of services to the local community. The airport welcomes recreational aircraft in addition to a small number of corporate aircraft. The airport's Fixed Base Operator (FBO) offers a number of aircraft- and pilot-related services. The FBO is also an aerial applicator, and serves much of the area's agricultural community during the growing season. There is an ultralight aircraft dealer on the airport, serving hobbyists from around the region. The airport occasionally accommodates other types of aviation-related activities, such as aerial property and utility inspection and photography. Additionally, the airport accommodates local emergency services, such as police and firefighting activities. The airport is important to the community by providing access to the region's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Brodstone Memorial Hospital uses the airport on average seven times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Hastings and Lincoln. In addition, the hospital uses aircraft six times per year for emergency patient transfer via air ambulance.

The airport is active in local community events, such as hosting an annual fly-in breakfast,

offering airplane rides and demonstrations, holding radio-controlled airplane shows, and exhibiting static aircraft displays.

Summary

On an annual basis, Superior Municipal Airport currently provides the following total benefits:

Superior Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	6	3.5	9.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$63,500	\$32,600	\$96,100
GA Visitors	<u>\$10,000</u>	<u>\$5,700</u>	<u>\$15,700</u>
Total	\$73,500	\$38,300	\$111,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$2,156,700	\$1,104,700	\$3,261,400
GA Visitors	<u>\$14,700</u>	<u>\$8,900</u>	<u>\$23,600</u>
Total	\$2,171,400	\$1,113,600	\$3,285,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically provides the following impacts:

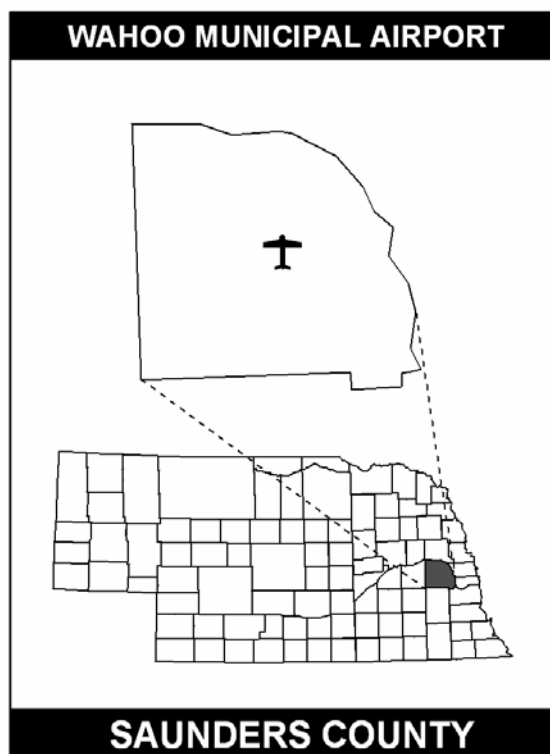
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Wahoo Municipal Airport is located two miles northeast of Wahoo, Nebraska, in Saunders County. Wahoo has a population of 3,821. The 126-acre airport opened in 1947 and the primary runway is a concrete runway, Runway 02/20, measuring 4,101 feet in length and 75 feet in width. Major employers in the community include M.E. Collins, Burkely Envelope, JEO, Great American Appetizers, Denver Plastics, Wahoo Concrete Products, Six B and Saunders County Health Care. Local attractions include the Saunders County Historical Society Museum.

The airport, with 41 based aircraft, experiences approximately 13,150 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and

government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were three aviation-related tenants on the airport, including airport management, who supported three full-time equivalent employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$704,100 annually. The estimated direct annual payroll of these tenants is \$71,200. Operational data indicated that approximately 1,634 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning \$55,100 annually. Indirect output from general aviation visitors is estimated at \$88,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Wahoo Municipal Airport was approximately \$1.21 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately ten persons, with a total annual payroll (first round and secondary) of approximately \$194,300 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Wahoo Municipal Airport provides several services to the local community. The airport welcomes many recreational flights as well as a number of corporate aircraft. The airport's Fixed Base Operator (FBO) provides aircraft maintenance and repair. The airport is also the home of an aerial agricultural application service, which serves much of the county's cropland in the growing season.

The airport occasionally serves other types of aviation-related activities, such as aerial property and livestock inspection and surveying, flight instruction exercises, and military training.

Wahoo Municipal is also important to the local community in terms of accommodating emergency services. The facility is sometimes used for police and firefighting exercises. The airport also provides an access point for the State's health care system, by accommodating doctors' and medical evacuation flights.

Summary

On an annual basis, Wahoo Municipal Airport currently provides the following total benefits:

Wahoo Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	2	5
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	6	3	10
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$71,200	\$36,500	\$107,700
GA Visitors	<u>\$55,100</u>	<u>\$31,500</u>	<u>\$86,600</u>
Total	\$126,300	\$68,000	\$194,300
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$704,100	\$361,100	\$1,065,200
GA Visitors	<u>\$88,200</u>	<u>\$53,600</u>	<u>\$141,800</u>
Total	\$792,300	\$414,700	\$1,207,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

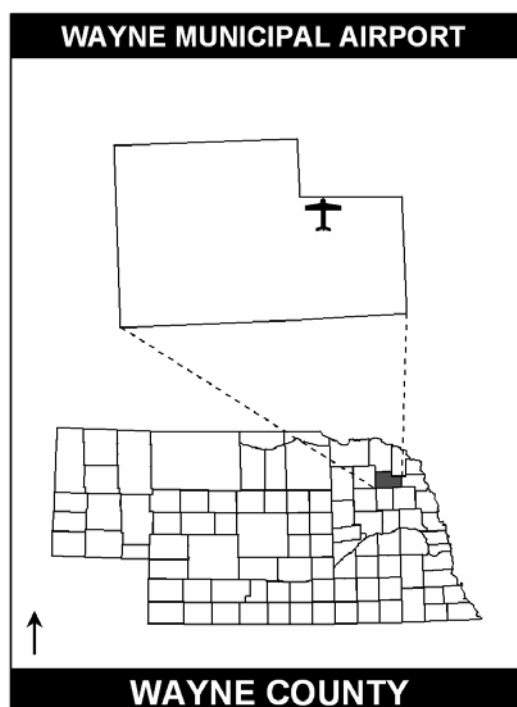
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Wayne Municipal Airport is located two miles east of Wayne, Nebraska, in Wayne County. Wayne has a population of 5,385. The 281-acre airport opened in 1944. The primary runway, Runway 17/35, is an asphalt surface measuring 4,200 feet in length and 75 feet in width. Major employers in the community include Great Dane Trailers, Wayne State College, Pacific Coast Southern Company, Heritage Homes of Nebraska, Inc., First Bankcard Center, Providence Medical Center, Wayne Public Schools, Carhart Lumber, and the City of Wayne.

The airport, with 27 based aircraft, experiences approximately 36,000 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also

linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Wayne Municipal Airport was approximately \$411,600. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at four persons with a total first round payroll of approximately \$78,600 annually. Survey data indicated that approximately 545 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Wayne Municipal Airport was approximately \$608,800. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 7 persons, with a total annual payroll (first round and secondary) of approximately \$120,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Wayne Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights as well as corporate aircraft, such as those belonging to Heritage Homes, Tompkins Landing, and Michaels Food. The airport's Fixed Base Operator (FBO) offers aircraft maintenance and service, in addition to a number of other pilot-related services. The airport serves aerial applicators during the growing season. The airport also is occasionally used as a training facility for new pilots. The facility is frequently used by various public agencies, such as police and fire departments, for exercises and operations. The airport is important to the community in terms of providing access to the region's health care system, by accommodating either physicians' flights or medical evacuation aircraft.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Providence Medical Center uses the airport on average 48 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Sioux City, Lincoln, and Omaha. In addition, the hospital uses aircraft 11 times per year for emergency patient transfer via air ambulance.

The airport takes part in various community events, such as a fly-in during the town's annual Chicken Days in July.

Summary

On an annual basis, Wayne Municipal Airport currently provides the following total benefits:

Wayne Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	2	5
GA Visitors	<u>1</u>	<u>0</u>	<u>1</u>
Total	4	3	7
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	**	**	**
GA Visitors	<u>**</u>	<u>**</u>	<u>**</u>
Total	\$78,600	\$41,400	\$120,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	**	**	**
GA Visitors	<u>**</u>	<u>**</u>	<u>**</u>
Total	\$411,600	\$197,000	\$608,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement related construction spending at airports in Nebraska typically produces the following impacts:

Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

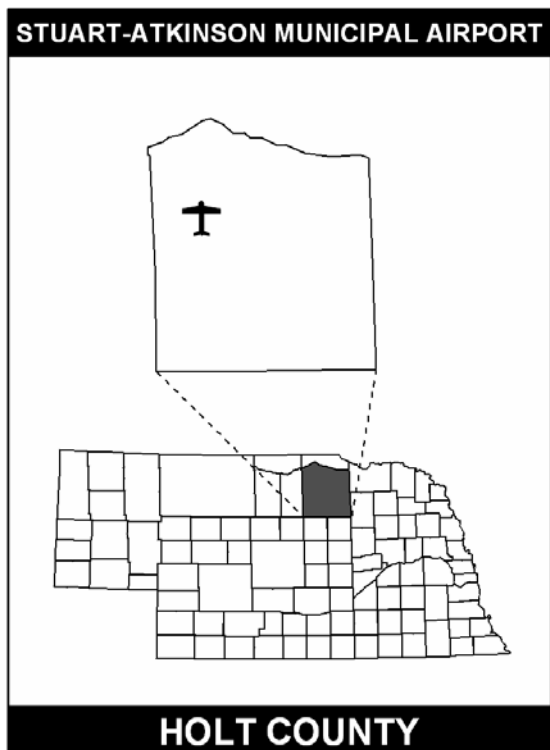
AIRPORT-SPECIFIC NARRATIVES

Local Airports

Airport Location

Stuart-Atkinson Municipal Airport is located 3 miles northwest of Atkinson, Nebraska, in Holt County. Atkinson has a population of 1,261. Basic economic activities of Atkinson include dry land and irrigated farming, cattle and hog feeding, commercial trucking, tourism, manufacturing, grain storage, and retail sales. Major employers in the area include Alpha Galvanizing, Olson Industries, Inc., Atkinson Livestock Market, Christensen Farms, and West Holt Hospital. The 241-acre airport opened in 1950. The primary Runway 11/29 is an asphalt surface measuring 4,040 feet in length and 50 feet in width.

The airport, with 9 based aircraft, experiences approximately 3,000 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported eight employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.13 million annually. The estimated direct annual payroll of these tenants is \$246,400. Operational data indicated that approximately 545 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning over \$18,000 annually. Indirect output from general aviation visitors is estimated at \$29,400.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to Stuart-Atkinson Municipal Airport was approximately \$1.72 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 14.5 full-time jobs, with a total annual payroll (first round and secondary) of approximately \$391,900 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Stuart-Atkinson Municipal Airport provides several services to the local community. The airport is primarily a recreational use airport for local pilots, with a small amount of flight training activity. The airport offers free flights to the public to encourage interest in aviation and in the airport. The airport is home to a local aerial application service, which uses the field seasonally. The airport also serves as a base for police and firefighting operations, with the county's sheriff using the field for surveillance flights. Additionally, the airport assists the local medical community by providing a location for physician and patient transfer.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated West Holt Memorial Hospital uses the airport on average 19 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Kearney, Omaha, and Yankton. In addition, the hospital uses aircraft 29 times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Stuart-Atkinson Municipal Airport currently provides the following total benefits:

Atkinson Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	8	5	13
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	9	5.5	14.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$246,400	\$116,600	\$363,000
GA Visitors	<u>\$18,400</u>	<u>\$10,500</u>	<u>\$28,900</u>
Total	\$264,800	\$127,100	\$391,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,125,100	\$551,900	\$1,677,000
GA Visitors	<u>\$29,400</u>	<u>\$17,900</u>	<u>\$47,300</u>
Total	\$1,154,500	\$569,800	\$1,724,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

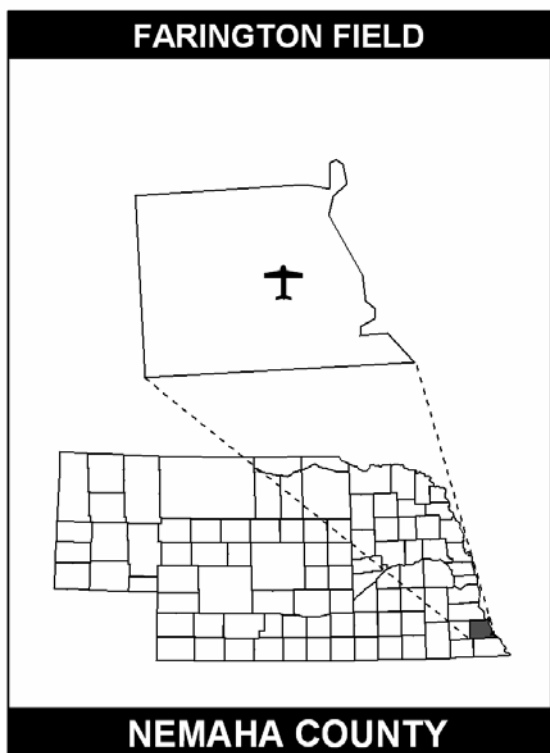
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Farington Field is located 3 miles east of Auburn, Nebraska, in Nemaha County. Auburn has a population of 3,358. The 111-acre airport opened in 1946. The primary runway, Runway 15/33, is a turf runway measuring 4,000 feet in length and 100 feet in width. Major employers in the community include Cooper Nuclear Station, Auburn Consolidated Industries, Inc., Triangle Pacific Cabinets, Inc., Peru State College, Auburn Public Schools, Nemaha County Good Samaritan Home, Magnolia Metals, Inc., Nemaha County Hospital, Nemaha County and Johnson-Brock Pub.

The airport, with 5 based aircraft, experiences approximately 2,350 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government

activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the only aviation-related tenant on the airport was the airport's management, which supported one part-time employee. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$18,200 annually. The estimated direct annual payroll of these tenants is \$2,500. Operational data indicated that approximately 436 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning approximately \$15,000 annually. Indirect output from general aviation visitors is estimated at \$23,500.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Farington Field was approximately \$61,500. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately three persons, with a total annual payroll (first round and secondary) of approximately \$26,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Farington Field provides several services to the local community. The airport serves Auburn primarily as a recreational facility. Several local residents own aircraft for personal use. The airport also serves as a gateway for tourists, primarily hunters and fishermen. Additionally, the airport is used frequently by physicians attending to patients or clinics.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Nemaha County Hospital uses the airport on average 26 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln and Omaha. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance.

The airport has occasionally participated in community events. In the past, the facility has hosted fly-ins and chili feeds to promote aviation and the town of Auburn.

Summary

On an annual basis, Farington Field currently provides the following total benefits:

Farington Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	0.5	1.5
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	1	3
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$2,500	\$700	\$3,200
GA Visitors	<u>\$15,000</u>	<u>\$8,600</u>	<u>\$23,600</u>
Total	\$17,500	\$9,300	\$26,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$16,900	\$5,100	\$22,000
GA Visitors	<u>\$23,500</u>	<u>\$14,300</u>	<u>\$37,800</u>
Total	\$40,400	\$19,400	\$59,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related spending at airports in Nebraska typically produces the following impacts:

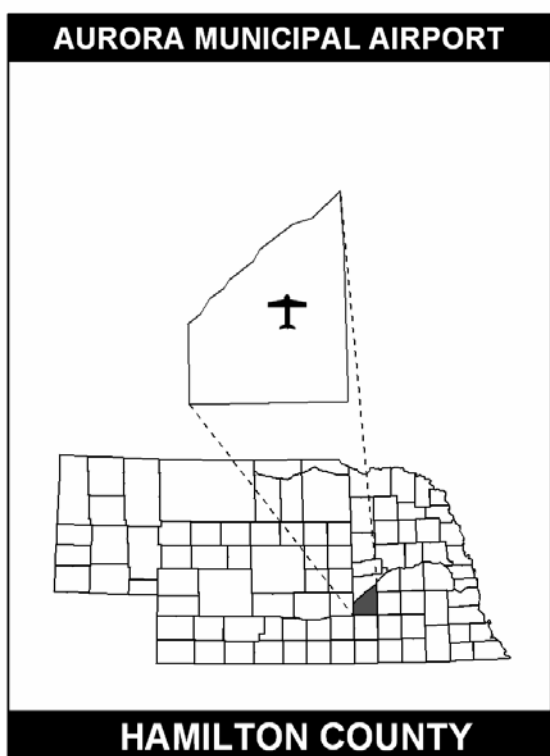
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Aurora Municipal Airport is located 2 miles north of Aurora, Nebraska, in Hamilton County. Aurora has a population of 4,361. The 171-acre airport opened in 1969. The primary runway, Runway 16/34, is an asphalt runway measuring 4,301 feet in length and 75 feet in width. Major employers in the community include IAMS Pet Food, Aurora Memorial Hospital, Aurora Public School, Bonnavilla Homes and Hamilton Telecommunications. Local attractions include Edgerton Explorit Center and Plainsman Museum Hamilton County Historical Society.

The airport, with 25 based aircraft, experiences approximately 15,235 annual operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported ten employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.65 million annually. The estimated direct annual payroll of these tenants is \$242,200. Operational data indicated that approximately 2,590 visitors used the airport. Visitor-related spending supported an additional five full-time jobs for employees earning over \$88,500 annually. Indirect output from general aviation visitors is estimated at \$139,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to Aurora Municipal Airport was approximately \$2.7 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 24 persons with a total annual payroll (first round and secondary) of approximately \$499,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Aurora Municipal Airport offers several services to the community. Classic Aero Service, the airport's Fixed Base Operator provides aircraft maintenance and fuel, as well as specialty aircraft refurbishing. Top Gun Refinishing provides aircraft painting and fuselage repairs. The airport welcomes many recreational aircraft in addition to corporate aircraft such as those belonging to Sar-Tec, Bonnavilla Homes, and IAMS Pet Food. Traudt Aerial is the airport's aerial applicator, with approximately 700 operations per year. The airport leases some small tracts of land for crops.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Memorial Hospital uses the airport on average 13 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Grand Island, Hastings and Lincoln. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance.

The airport is used by law enforcement agencies in training and in drug interdiction efforts. In addition, the airport sponsors a fly-in breakfast each year. Elementary schools and pre-schools are welcomed for tours at the

airport. The airport also takes part in the town's annual "Aurorin' Days," an annual festival celebrating the town's history.

Summary

On an annual basis, Aurora Municipal Airport currently provides the following total benefits:

Aurora Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	10	7	17
GA Visitors	5	2	7
Total	15	9	24
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$242,200	\$118,200	\$360,400
GA Visitors	<u>\$88,500</u>	<u>\$50,600</u>	<u>\$139,100</u>
Total	\$330,700	\$168,800	\$499,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,653,500	\$823,100	\$2,476,600
GA Visitors	<u>\$139,700</u>	<u>\$84,800</u>	<u>\$224,500</u>
Total	\$1,793,200	\$907,900	\$2,701,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

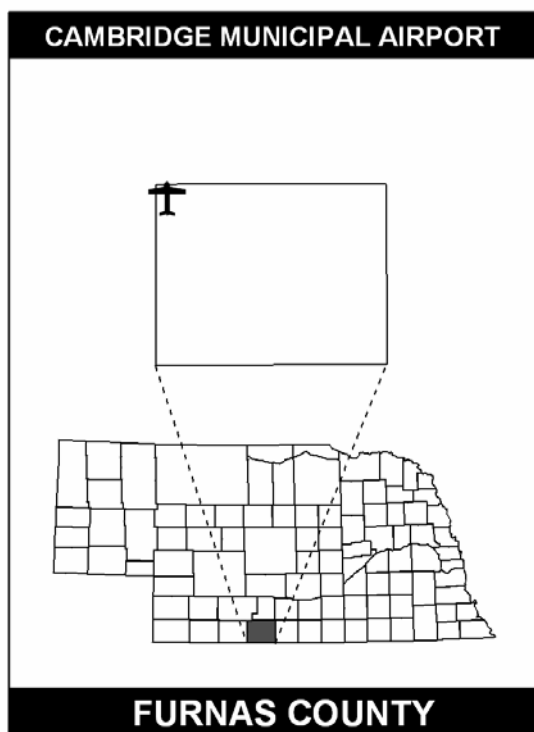
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Cambridge Municipal Airport is located two miles northeast of Cambridge, Nebraska, in Furnas County. Cambridge has a population of 1,049. The 213-acre airport opened in 1962. The primary runway, Runway 14/32, is an asphalt runway measuring 4,099 feet in length and 60 feet in width. Local attractions include Medicine Creek State Recreation Area and the Cambridge Museum.

The airport, with 10 based aircraft, experiences approximately 6,500 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system

of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported one employee. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$13,300 annually. The estimated direct annual payroll of these tenants is \$25,600. Operational data indicated that approximately 681 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning approximately \$23,400 annually. Indirect output from general aviation visitors is estimated at \$36,800.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Cambridge Municipal Airport was approximately \$76,500. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately four persons, with a total annual payroll (first round and secondary) of approximately \$75,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Cambridge Municipal Airport provides several services to the local community. The airport primarily serves the recreational needs of the area, catering to local pilots and enthusiasts. There is also significant aerial applicator activity at the airport during the growing season. The airport is used by the public power district and telephone companies for transportation and utilities inspections. Similarly, the local irrigation district conducts system inspections by air, using the airport as a base. The airport helps provide access to the State's health care system by accommodating doctor's flights and medical evacuations.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Tri-Valley Health System uses Cambridge Municipal Airport on average 13 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Omaha, Lincoln, and Kearney. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance.

Summary

On an annual basis, Cambridge Municipal Airport currently provides the following total benefits:

Cambridge Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	1	2
GA Visitors	<u>1</u>	<u>1</u>	<u>2</u>
Total	2	2	4
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$25,600	\$13,100	\$38,700
GA Visitors	<u>\$23,400</u>	<u>\$13,400</u>	<u>\$36,800</u>
Total	\$49,000	\$26,500	\$75,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$13,300	\$4,100	\$17,400
GA Visitors	<u>\$36,800</u>	<u>\$22,300</u>	<u>\$59,100</u>
Total	\$50,100	\$26,400	\$76,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

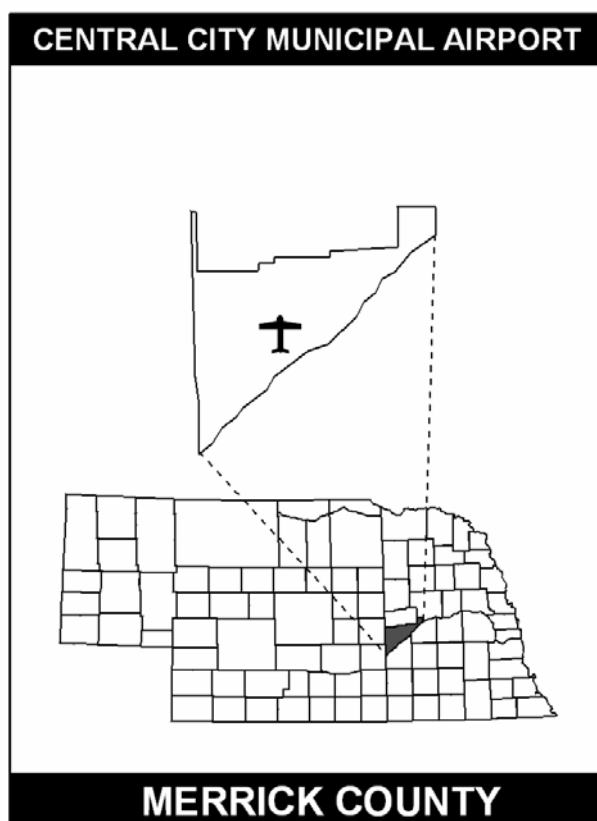
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Central City Municipal Airport is located three miles west of Central City, Nebraska, in Merrick County. Central City has a population of 2,901. The 124-acre airport opened in 1963. The primary runway, Runway 15/33, is an asphalt runway measuring 2,900 feet in length and 50 feet in width.

The airport, with 21 based aircraft, experiences approximately 4,360 operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via

the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported 13 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.73 million annually. The estimated direct annual payroll of these tenants is \$196,000. Operational data indicated that approximately 950 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning over \$31,700 annually. Indirect output from general aviation visitors is estimated at \$51,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to Central City Municipal Airport was approximately \$2.68 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 24 persons with a total annual payroll (first round and secondary) of approximately \$338,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Central City Municipal Airport offers several services to the community. The airport's Fixed Base Operator, Central Nebraska Aeromotive, provides aircraft repair and maintenance, as well as fuel. Central Nebraska Aeromotive also provides specialty aircraft service. The airport is also the base for Reineke Aerial Spraying.

The airport serves Central City's medical community by accommodating doctors and specialists traveling to Central City Hospital. The airport also accommodates many flights by veterinarians servicing the area's agricultural community.

The airport accommodates flights of those visiting the area's outdoor recreation areas, such as hunters traveling to Hord Lake State Recreation Area and Renquist Basin State Wildlife Management Area.

Major users of the airport include Central Scales, Bill's Volume Dealer, Greenline Equipment, and Atlantic Homes.

Summary

On an annual basis, Central City Municipal Airport currently provides the following total benefits:

Central City			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	13	8	21
GA Visitors	<u>2</u>	<u>1</u>	<u>3</u>
Total	15	9	24
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$196,000	\$93,000	\$289,000
GA Visitors	<u>\$31,700</u>	<u>\$18,100</u>	<u>\$49,800</u>
Total	\$227,700	\$111,100	\$338,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,729,300	\$872,700	\$2,602,000
GA Visitors	<u>\$51,200</u>	<u>\$31,100</u>	<u>\$82,300</u>
Total	\$1,780,500	\$903,800	\$2,684,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

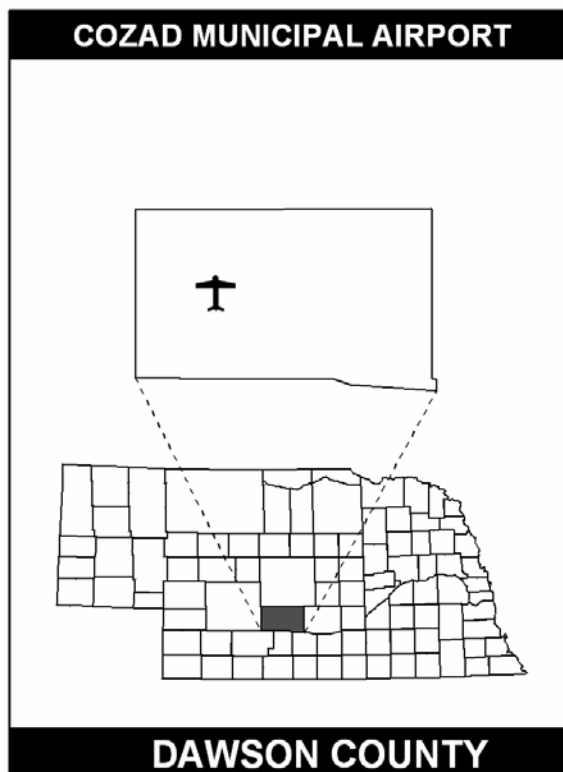
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Cozad Municipal Airport is located one mile northwest of Cozad, Nebraska, in Dawson County. Cozad has a population of 4,219. The 299-acre airport opened in 1949. The primary Runway 13/31 is a concrete surface measuring 4,201 feet in length and 75 feet in width. Major employers in the community include Tenneco/Monroe, Paulsen Inc., Valley Vending Service, Inc. and Nebraska Plastics. Local attractions include the 100th Meridan Museum, and the Robert Henri Museum and Historical Walkway.

The airport, with 23 based aircraft, experiences approximately 9,062 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported seven employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$685,100 annually. The estimated direct annual payroll of these tenants is \$205,000. Operational data indicated that approximately 1,280 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$43,000 annually. Indirect output from general aviation visitors is estimated at \$69,100.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Cozad Municipal Airport was approximately \$1.13 Million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 16 persons, with a total annual payroll (first round and secondary) of approximately \$375,100 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Cozad Municipal Airport provides several services to the local community. The airport caters mainly to recreational and corporate users. Businesses that use the airport frequently include Valley Vending Service and Monroe Auto Equipment. The airport's Fixed Base Operator (FBO) maintains and repairs aircraft, while offering a number of services for pilots. The FBO also offers aerial application services during the growing season. The airport accommodates a significant amount of activity from emergency personnel, such as firefighting, physician transport, and air ambulance flights.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Cozad Community Hospital uses aircraft 29 times per year on average for emergency patient transfer via air ambulance.

The airport hosts an annual open house, and provides space for the Cozad Gun Club.

Summary

On an annual basis, Cozad Municipal Airport currently provides the following total benefits:

Cozad Municipal Airport			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	7	5	12
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	10	6	16
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$205,000	\$101,900	\$306,900
GA Visitors	<u>\$43,400</u>	<u>\$24,800</u>	<u>\$68,200</u>
Total	\$248,400	\$126,700	\$375,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$685,100	\$334,300	\$1,019,400
GA Visitors	<u>\$69,100</u>	<u>\$42,000</u>	<u>\$111,100</u>
Total	\$754,200	\$376,300	\$1,130,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

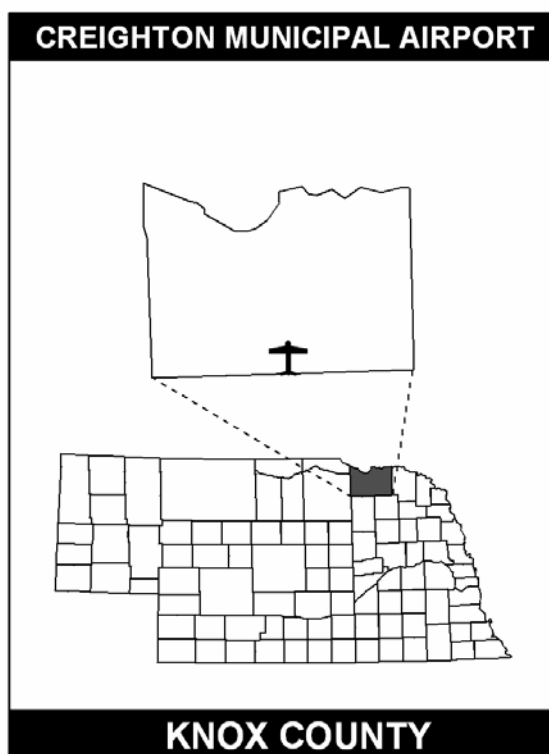
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Creighton Municipal Airport is located one mile east of Creighton, Nebraska, in Knox County. Creighton has a population of 1,120. The 202-acre airport opened in 1949. The primary runway, Runway 12/30, is constructed of asphalt measuring 3,100 feet in length and 50 feet in width. Major employers in the community include Creighton Community Schools, Creighton Care Centre, Lundberg Memorial Hospital, Creighton Livestock Market, North Central Public Power District, Creighton Post & Pipe, Inc., American National Bank, Largent Manufacturing Co., and Morrill Grain Company, Inc.

The airport, with five based aircraft, experiences approximately 2,200 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the only aviation-related tenant on the airport was the airport's management, which supported one employee. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$6,000 annually. The estimated direct annual payroll of this tenant is \$2,000. Operational data indicated that approximately 109 visitors used the airport. Visitor-related spending supported one additional part-time job for an employee earning over \$3,000 annually. Indirect output from general aviation visitors is estimated at \$5,900.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to

Creighton Municipal Airport was approximately \$17,300. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 2.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$7,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Creighton Municipal Airport offers several services to the local community. The airport operates primarily as a recreational facility, accommodating flights by both local pilots and visitors to the area's attractions. The area is home to many parks and hunting and fishing areas. A significant amount of the airport's traffic is related to corporate activity. The airport was used extensively by the Fagan Corporation while the company constructed an ethanol plant nearby. Several government agencies, such as Game and Parks, and Environmental Protection use the airport for inventories and surveillance. Additionally, the airport accommodates doctors and specialists attending clinics at the local hospital.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Creighton Area Health Services uses the airport on average 148 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln, Omaha, and Yankton. In addition, the hospital use aircraft occasionally for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, Creighton Municipal Airport currently provides the following total benefits:

Creighton Municipal EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	0.5	1.5
GA Visitors	<u>0.5</u>	<u>0.5</u>	<u>1</u>
Total	1.5	1	2.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$2,000	\$600	\$2,600
GA Visitors	<u>\$3,300</u>	<u>\$1,900</u>	<u>\$5,200</u>
Total	\$5,300	\$2,500	\$7,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$6,000	\$1,800	\$7,800
GA Visitors	<u>\$5,900</u>	<u>\$3,600</u>	<u>\$9,500</u>
Total	\$11,900	\$5,400	\$17,300

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

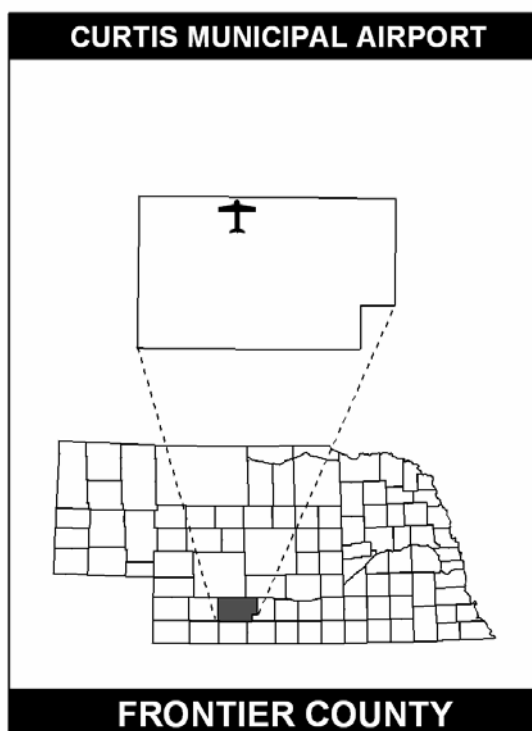
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Curtis Municipal Airport is located two miles east of Curtis, Nebraska, in Frontier County. Curtis has a population of 748. The 189-acre airport opened in 1948. The primary runway, Runway 12/30, is an asphalt runway measuring 3,400 feet in length and 60 feet in width. Major employers in the community include Ag Valley Co-op, Sunset Haven, and Nebraska College of Technical Agriculture.

The airport, with 10 based aircraft, experiences approximately 6,050 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system

of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Curtis Municipal Airport was approximately \$499,800. Total first-round full time employment related to airport tenants and general aviation visitors is estimated at two persons with a total first round payroll of approximately \$46,000 annually. Survey data indicated that approximately 300 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Curtis Municipal Airport was approximately \$755,800. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately three persons, with a total annual payroll (first round and secondary) of approximately \$70,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Curtis Municipal Airport offers several services to the local community. A significant amount of the airport's activity comes from recreational flying, either by local pilots or by visitors to the area. The airport is also the home of an aerial application service, which operates from the field during the growing season. A small amount of the airport's activity comes from corporate aircraft. The airport occasionally accommodates flights transporting doctors into the community. From time to time, aerial surveying and inspections are based at the airport, and emergency personnel are known to base firefighting operations infrequently at the facility.

The airport participates in community events, such as an open house and occasional fly-ins. Space on the property is also provided for an active local gun club.

Summary

On an annual basis, Curtis Municipal Airport currently provides the following total benefits:

Curtis Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	2	1	3
GA Visitors	<u>1</u>	<u>0</u>	<u>1</u>
Total	2	1	3
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$46,000	\$24,200	\$70,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$499,800	\$256,000	\$755,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

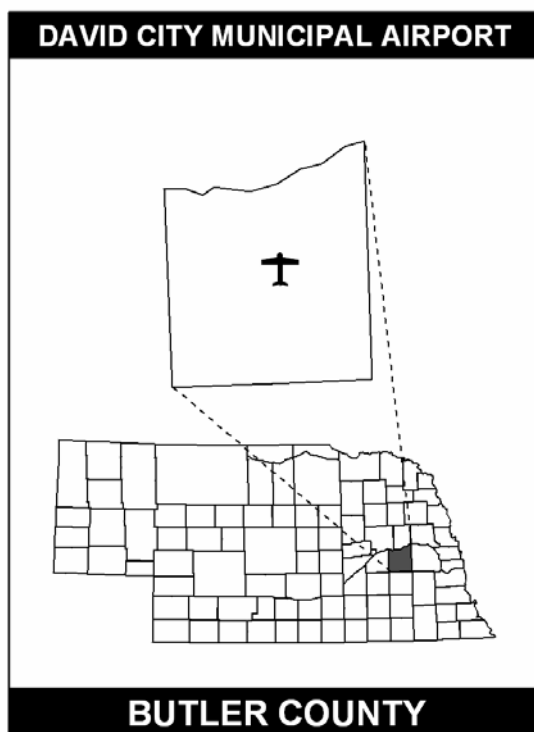
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

David City Municipal Airport is located one mile south of David City, Nebraska, in Butler County. David City has a population of 2,399. The 188-acre airport opened in 1946. The primary runway, Runway 14/32, is constructed of asphalt measuring 3,100 feet in length and 50 feet in width. Major employers in the community include David City Manufacturing Company, Henningsen Foods, Inc., Timpfe Manufacturing Inc., Region V Industries, Five Star Feeds, Inc., and Kennel Vaccine Vet Supply. Local attractions include the Butler County Museum.

The airport, with eight based aircraft, experiences approximately 2,200 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported seven employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$397,300 annually. The estimated direct annual payroll of these tenants is \$82,500. Operational data indicated that approximately 272 visitors used the airport. Visitor-related spending supported one additional full-time job for an employee earning \$10,000 annually. Indirect output from general aviation visitors is estimated at \$14,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to David City Municipal Airport was approximately \$615,100. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately seven persons, with a total annual payroll (first round and secondary) of approximately \$139,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, David City Municipal Airport provides several services to the local community. The airport welcomes many recreational flights, either by local pilots or visitors to the area. The airport's Fixed Base Operator (FBO) offers aircraft maintenance and service. The FBO also does business as an aerial application service, and contributes much of the airport's activity during the growing season. Airport management reports a high frequency of training flights at the airport, since the field is outside of Omaha and Lincoln's controlled airspace. The airport occasionally serves corporate traffic. From time to time the airport is used by emergency personnel or law enforcement, for activities such as physician transportation, medical evacuation, firefighting, prisoner transport, and so forth.

The airport participates in a number of community activities, such as an annual ultralight fly-in, the town's July Jam, and a fireworks display.

Summary

On an annual basis, David City Municipal Airport currently provides the following total benefits:

David City Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	4	2	6
GA Visitors	1	0	1
Total	5	2	7
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$82,500	\$40,800	\$123,300
GA Visitors	<u>\$10,000</u>	<u>\$5,700</u>	<u>\$15,700</u>
Total	\$92,500	\$46,500	\$139,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$397,300	\$194,200	\$591,500
GA Visitors	<u>\$14,700</u>	<u>\$8,900</u>	<u>\$23,600</u>
Total	\$412,000	\$203,100	\$615,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

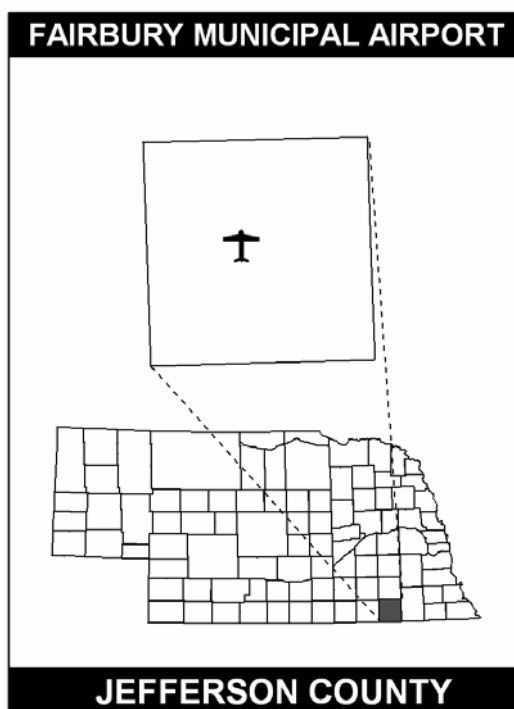
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Fairbury Municipal Airport is located three miles northeast of Fairbury, Nebraska, in Jefferson County. Fairbury has a population of 3,930. The 320-acre airport opened in 1943. The primary runway, Runway 17/35, is a concrete runway measuring 3,700 feet in length and 75 feet in width. Major employers in the community include Endicott Clay Products, Jefferson Community Health Center, Fairbury Public Schools, City of Fairbury, Farmer's Co-op Elevator Co, Heritage Nursing Home, Tetra MicroNutrients, Fairbury Food Products, Prairie View Industries and Roode Packing Co. Local attractions include Fairbury Rock Island Depot Museum, Rock Creek Station, and the Fairbury City Museum.

The airport, with 11 based aircraft, experiences approximately 7,250 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output

(spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Fairbury Municipal Airport was approximately \$260,600. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at four persons with a total first round payroll of approximately \$58,600 annually. Survey data indicated that approximately 272 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN

multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Fairbury Municipal Airport was approximately \$897,600. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately six persons, with a total annual payroll (first round and secondary) of approximately \$89,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Fairbury Municipal provides several services to the local community. The airport welcomes many recreational aircraft as well as corporate aircraft, such as those belonging to Garber's Honda and Kawasaki, and Heritage Care Center. The airport's Fixed Base Operator (FBO) provides aircraft maintenance and repair, as well as services for pilots. The FBO also performs aerial application services during the growing season. The airport occasionally accommodates emergency and law enforcement personnel, such as medical evacuations and rangeland firefighting.

The airport participates in a number of aviation-related community events, such as fly-ins, air shows, and poker runs. Rides are offered spring through autumn in conjunction with the town's Germanfest and on Christmas Eve.

Summary

On an annual basis, Fairbury Municipal Airport currently provides the following total benefits:

Fairbury Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	2	5
GA Visitors	<u>1</u>	<u>0</u>	<u>1</u>
Total	4	2	6
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$58,600	\$30,600	\$89,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$260,600	\$127,000	\$387,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

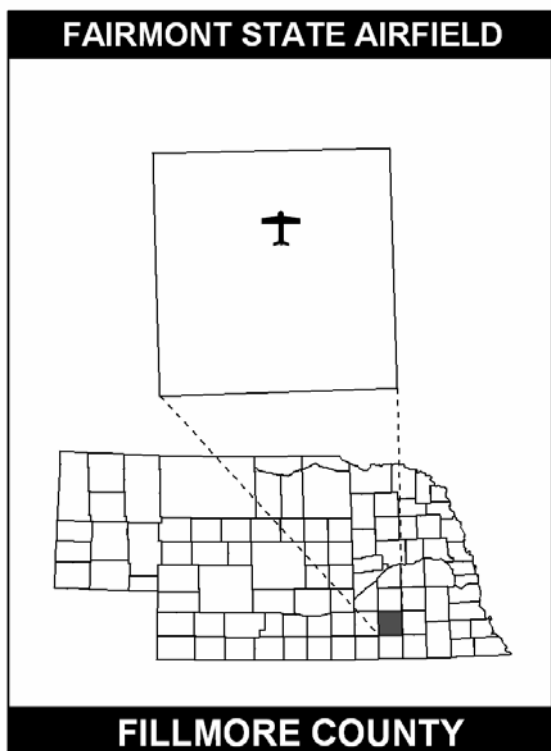
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Fairmont State Airfield is located three miles south of Fairmont, Nebraska, in Fillmore County. Fairmont has a population of 625. The 687-acre airport opened in 1946. The primary runway, Runway 17/35, is an asphalt runway measuring 4,316 feet in length and 75 feet in width.

The airport, with 14 based aircraft, experiences approximately 1,930 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll.

These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the only aviation-related tenant at the Fairmont State airfield was the airport's management, which supported two employees. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$664,400 annually. The estimated direct annual payroll of these tenants is \$28,900. Operational data indicated that approximately 120 visitors used the airport. Visitor-related spending supported one additional part-time job for an employee earning over \$3,300 annually. Indirect output from general aviation visitors is estimated at \$6,500.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Fairmont State Airfield was approximately

\$875,500. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 2.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$42,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Fairmont State Airfield provides several services to the local community. The airport welcomes many recreational flights in addition to a number of corporate aircraft, such as those belonging to Biba Construction of Fairmont, and MCI Industries and Ipsco Steel of Geneva. There is a considerable amount of aerial application activity at the airport. The airport occasionally serves as a base for aerial inspections and surveying, as a flight training facility for both civil and military pilots, and for air shows. The airport sees significant traffic as a result of medical flights, either by physicians attending to patients at Fillmore County Hospital, or by medical evacuation flights.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Fillmore County Hospital uses Fairmont State Airport on average five times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Hastings and Lincoln. In addition, the hospital uses aircraft 14 times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Fairmont State Airfield currently provides the following total benefits:

Fairmont State			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	0.5	1.5
GA Visitors	<u>0.5</u>	<u>0.5</u>	<u>1</u>
Total	1.5	1	2.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$28,900	\$8,700	\$37,600
GA Visitors	<u>\$3,300</u>	<u>\$1,900</u>	<u>\$5,200</u>
Total	\$32,200	\$10,600	\$42,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$664,400	\$200,700	\$865,100
GA Visitors	<u>\$6,500</u>	<u>\$3,900</u>	<u>\$10,400</u>
Total	\$670,900	\$204,600	\$875,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

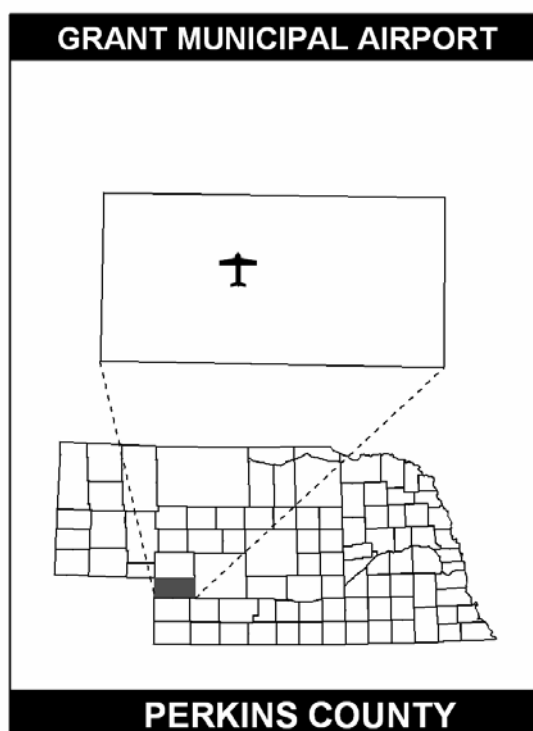
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Grant Municipal Airport is located two miles north of Grant, Nebraska, in Perkins County. Grant has a population of 1,204. The largest employers in the area are Midwest Electric and Perkins County Community Hospital. The 95-acre airport opened in 1958. The primary runway, Runway 15/33, is a concrete runway measuring 4,800 feet in length and 60 feet in width. The major employer in the community is Midwest Electric and Perkins County Community Hospital.

The airport, with 18 based aircraft, experiences approximately 5,800 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts).

Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported six employees. These tenants' direct or first-round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.49 million annually. The estimated direct annual payroll of these tenants is \$161,600. Operational data indicated that approximately 436 visitors used the airport. Visitor-related spending supported an additional full-time job for an employee earning over \$15,000 annually. Indirect output from general aviation visitors is estimated at \$23,500.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Grant Municipal Airport was approximately \$2.29 million. Total full-time employment related to airport tenants and general aviation

visitors, including all secondary impacts, is estimated at approximately 12.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$268,100 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Grant Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights as well as corporate aircraft. The airport's Fixed Base Operator (FBO) provides aircraft maintenance and service, as well as a number of pilot services. The airport has a significant amount of aerial application activity, serving much of the area's agricultural community. The airport also makes available part of its property for crops. In addition, the airport is important to the community in terms of providing access to the State's medical system. Many physicians use the airport to attend to patients or clinics, and medical evacuation flights use the airport occasionally.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Perkins County Health Services uses the airport on average 83 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Denver, Scottsbluff, and North Platte. In addition, the hospital use aircraft six times per year for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

The Nebraska Forest Service uses Grant Municipal Airport to store fire retardant in the event of a wildfire in the airport's environs. Ag-Land Aviation, based on the airport, is the

designated fire retardant applicator in such an event.

Summary

On an annual basis, Grant Municipal Airport currently provides the following total benefits:

Grant Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	6	5	11
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	7	5.5	12.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$161,600	\$82,900	\$244,500
GA Visitors	<u>\$15,000</u>	<u>\$8,600</u>	<u>\$23,600</u>
Total	\$176,600	\$91,500	\$268,100
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,487,300	\$762,700	\$2,250,000
GA Visitors	<u>\$23,500</u>	<u>\$14,300</u>	<u>\$37,800</u>
Total	\$1,510,800	\$777,000	\$2,287,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

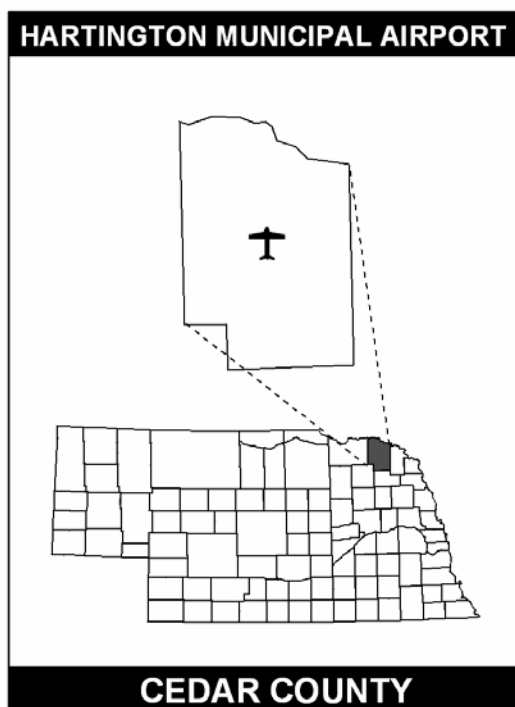
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Hartington Municipal Airport is located two miles southeast of Hartington, Nebraska, in Cedar County. Hartington has a population of 1,651. The 243-acre airport opened in 1949. The primary runway, Runway 13/31, is a concrete runway measuring 3,950 feet in length and 60 feet in width. Major employers in the community include Leprino Foods, Hydraulic Components Industries, Hartington Concrete, Beverly Healthcare, Cedar County, the City of Hartington, Hartington Telemarketing, Hartington Public Schools, Radec Construction, and Gerry Miller Implement.

The airport, with 11 based aircraft, experiences approximately 6,750 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic

benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. The first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Hartington Municipal Airport was approximately \$23,500. Total first round full-time employment related general aviation visitors is estimated at one person with a total first round payroll of approximately \$15,000 annually. Survey data indicated that approximately 436 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Hartington Municipal Airport was approximately \$37,800. Total full-time employment related to general aviation visitors, including all secondary impacts, is estimated at approximately one and a half full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$23,600 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Hartington Municipal Airport provides a number of services to the local community. The airport is primarily a recreational facility, catering to local pilots who use the field for their own aircraft, as well as for pilots who visit the area. The airport is occasionally used for corporate activity. The airport is also important to the local community in terms of providing access to the State's health care system, either by accommodating physician flights or for medical evacuation. Other emergency services, such as rangeland or forest firefighting and search and rescue use the field infrequently.

Summary

On an annual basis, Hartington Municipal Airport currently provides the following total benefits:

Hartington Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	0.5	1.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$15,000</u>	<u>\$8,600</u>	<u>\$23,600</u>
Total	\$15,000	\$8,600	\$23,600
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$23,500</u>	<u>\$14,300</u>	<u>\$37,800</u>
Total	\$23,500	\$14,300	\$37,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following benefits:

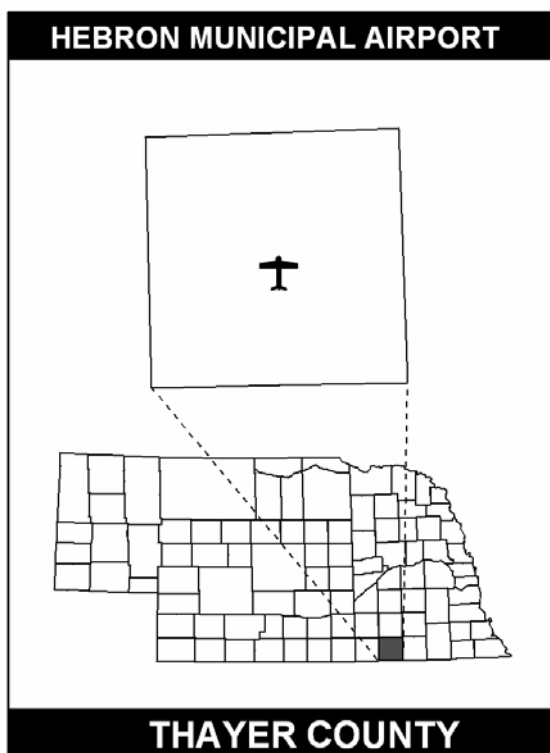
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Hebron Municipal Airport is located one mile south of Hebron, Nebraska, in Thayer County. Hebron has a population of 1,584. The 217-acre airport opened in 1942. The primary runway, Runway 12/30, is a concrete runway measuring 3,600 feet in length and 60 feet in width. Major employers in the community include Reinke Manufacturing, Garnett Foods, Metal Quest Unlimited, Thayer County Health Services, Blue Valley Lutheran Home Society, Thayer Central Public Schools, Thayer County, Norris Public, and the City of Hebron.

The airport, with eight based aircraft, experiences approximately 3,176 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account

for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Hebron Municipal Airport was approximately \$17,600. Total first round employment related to on-airport aviation-related activity and general aviation visitors is estimated at one full-time equivalent job with a total first round payroll of approximately \$11,700 annually. Survey data indicated that approximately 327 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Hebron Municipal Airport was approximately \$37,400. Total employment related to general aviation visitors, including all secondary impacts, is estimated at approximately 1.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$18,400 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Hebron Municipal Airport provides a number of services to the local community. The airport welcomes recreational flying, as well as corporate aircraft such as those belonging to Reinke Manufacturing and Garnett Foods. The airport also sees a significant amount of traffic from aerial agricultural applicators during the growing season. The airport accommodates a variety of law enforcement activities as well. The airport is also important to the local community in terms of providing access to the State's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Thayer County Health Services uses the airport on average 13 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Lincoln, Hastings, and Kearney. In addition, the hospital uses aircraft seven times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Hebron Municipal Airport currently provides the following total benefits:

Hebron Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	0.5	1.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$11,700</u>	<u>\$6,700</u>	<u>\$18,400</u>
Total	\$11,700	\$6,700	\$18,400
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$7,000	\$2,100	\$9,100
GA Visitors	<u>\$17,600</u>	<u>\$10,700</u>	<u>\$28,300</u>
Total	\$24,600	\$12,800	\$37,400

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

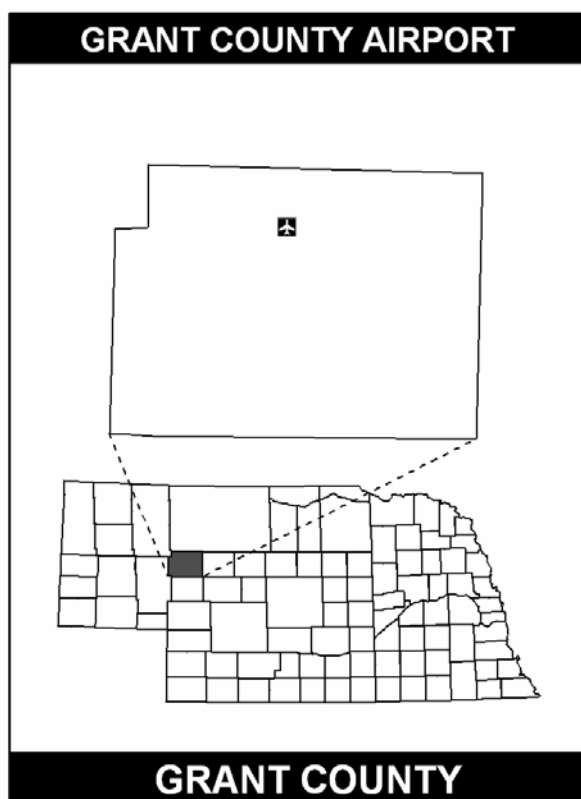
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Grant County Airport is located one mile northwest of Hyannis, Nebraska, in Grant County. Hyannis has a population of 194. Primary economic activities include cattle and other livestock ranching. The 88-acre airport opened in 1959 and the primary runway is an asphalt runway, Runway 17/35, measuring 2,935 feet in length and 30 feet in width. Local attractions include the Verde Valley Guest Ranch and the Frye Lake State Wildlife Management Area.

The airport, with four based aircraft, experiences approximately 1,825 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant

portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the only aviation-related tenant at the Grant County Airport was the airport's management, which supported one part-time employee. This tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from this on-airport aviation-related tenant is estimated at \$3,000 annually. The estimated direct annual payroll of these tenants is \$200. Operational data indicated that approximately 1,470 visitors used the airport. This visitor-related output (indirect impacts) supported an additional 1 part-time job for an employee earning \$1,700 annually. Indirect output from general aviation visitors is estimated at \$3,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 1999 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 1999, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Grant County Airport was approximately \$9,800. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately two full-time equivalent persons, with a total annual payroll (direct and secondary) of approximately \$3,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Grant County Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to corporate aircraft such as that belonging to Hyannis Veterinarian Service. The airport reports being used as a gateway for recreational visitors, such as those visiting the Frye Lake State Wildlife Management Area or other attractions in the Sandhills. The airport occasionally assists local emergency services by accommodating emergency medical evacuation flights and law enforcement exercises. There are extensive ranching operations surrounding Hyannis in Grant County and southwestern Cherry County, and many of these operations use Grant County airport while conducting aerial property and livestock inspections, and for supply runs.

The management of the airport reports hosting a fly-in each August to help promote the airport and the town of Hyannis.

Summary

On an annual basis, Grant County Airport currently provides the following total benefits:

Grant County Airport			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0.5	0.5	1
GA Visitors	<u>0.5</u>	<u>0.5</u>	<u>1</u>
Total	1	1	2
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$200	\$100	\$300
GA Visitors	<u>\$1,700</u>	<u>\$1,000</u>	<u>\$2,700</u>
Total	\$1,900	\$1,100	\$3,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$3,000	\$900	\$3,900
GA Visitors	<u>\$3,700</u>	<u>\$2,200</u>	<u>\$5,900</u>
Total	\$6,700	\$3,100	\$9,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

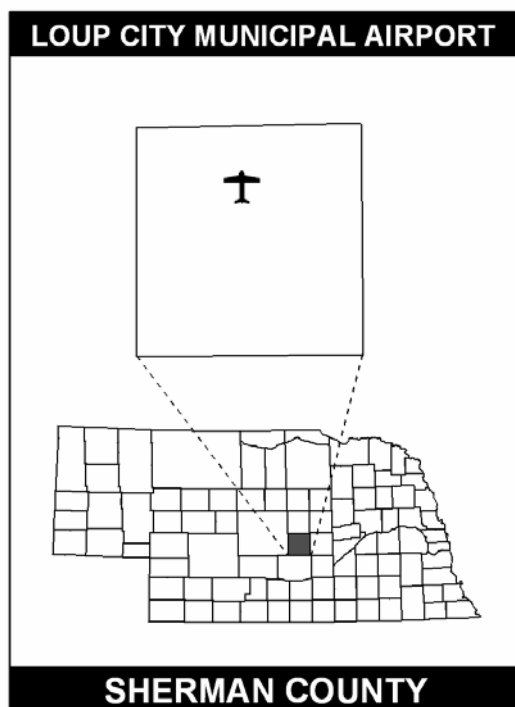
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Loup City Municipal Airport is located one mile northwest of Loup City, Nebraska, in Sherman County. Loup City has a population of 1,000. The 284-acre airport opened in 1969. The primary runway, Runway 15/33, is an asphalt runway measuring 3,200 feet in length and 50 feet in width. Manufacturing firms in the area include Cook & Beals, G&G Inc., and Calmetco. Local attractions include the Sherman State Recreation Area.

The airport, with five based aircraft, experiences approximately 1,550 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via

the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported one full-time equivalent job. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$107,700 annually. The estimated direct annual payroll of these tenants is \$21,300. Operational data indicated that approximately 191 visitors used the airport. Visitor-related spending supported one additional part-time job for an employee earning \$6,700 annually. Indirect output from general aviation visitors is estimated at \$10,300.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Loup City Municipal Airport was approximately \$178,100. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately three persons, with a total annual payroll (first round and secondary) of approximately \$38,200 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Loup City Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights in addition to a number of corporate aircraft. The airport is frequently a gateway for visitors to the Sherman Reservoir State Recreational Area, as well as other nearby attractions. The airport is important to the community in terms of providing access to the State's health care system, by accommodating both doctors' flights and medical evacuation flights. Occasional activities include exercises by law enforcement and emergency personnel, as well as aerial surveillance and search and rescue.

Summary

On an annual basis, Loup City Municipal Airport currently provides the following total benefits:

Loup City Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	1	2
GA Visitors	<u>0.5</u>	<u>0.5</u>	<u>1</u>
Total	1.5	1.5	3
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$21,300	\$6,500	\$27,700
GA Visitors	<u>\$6,700</u>	<u>\$3,800</u>	<u>\$10,500</u>
Total	\$28,000	\$10,300	\$38,200
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$107,700	\$53,800	\$161,500
GA Visitors	<u>\$10,300</u>	<u>\$6,300</u>	<u>\$16,600</u>
Total	\$118,000	\$60,100	\$178,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

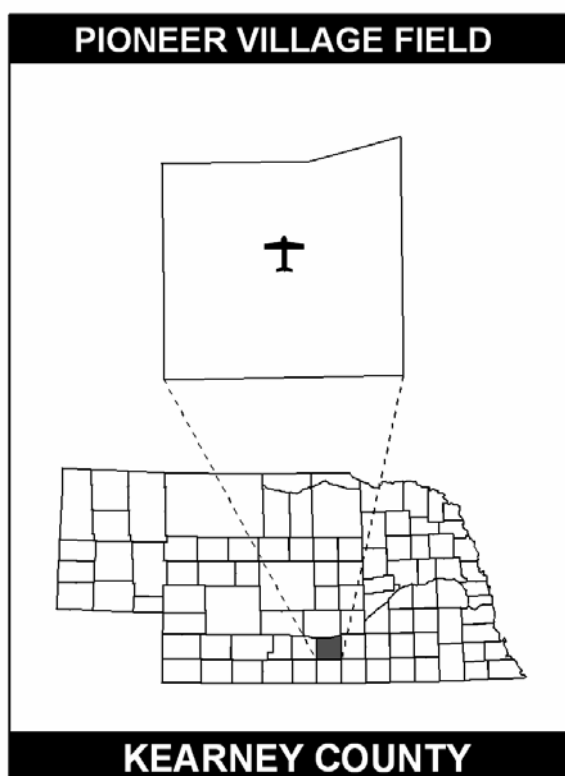
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Pioneer Village Field is located one mile northeast of Minden, Nebraska, in Kearney County. Minden has a population of 2,896. The 203-acre airport opened in 1950. The primary runway, Runway 16/34, is a concrete surface measuring 3,900 feet in length and 60 feet in width. Primary attractions in Minden include the Pioneer Village Museum.

The airport, with 28 based aircraft, experiences approximately 7,100 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts).

Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported four employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$944,900 annually. The estimated direct annual payroll of these tenants is \$92,100. Operational data indicated that approximately 871 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning over \$30,000 annually. Indirect output from general aviation visitors is estimated at \$47,000.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to

Pioneer Village Field was approximately \$1.55 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately ten persons, with a total annual payroll (first round and secondary) of approximately \$214,700 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Pioneer Village Field provides a number of services to the local community. The airport welcomes many recreational flights in addition to a number of corporate flights. The airport often serves as a gateway for visitors to the community. The airport is the base for an aerial application service, which serves a sizeable portion of the area's farmland during the growing season. The airport occasionally accommodates emergency services such as police and firefighting. Additionally, the airport is important to the community in terms of providing access to the State's health care system, accommodating both physician flights into the community and medical evacuation to larger hospitals.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Kearney County Health Services uses the airport about 120 times per year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Omaha, Kearney and Hastings. In addition, the hospital uses aircraft occasionally for emergency patient transfer via air ambulance. The facility ranks in the top tier of Nebraska Airports in terms of medical-related aircraft operations.

Summary

On an annual basis, Pioneer Village Field currently provides the following total benefits:

Pioneer Village Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	4	2	6
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	7	3	10
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$92,100	\$43,900	\$136,000
GA Visitors	<u>\$50,100</u>	<u>\$28,600</u>	<u>\$78,700</u>
Total	\$142,200	\$72,500	\$214,700
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$944,900	\$476,100	\$1,421,000
GA Visitors	<u>\$79,400</u>	<u>\$48,200</u>	<u>\$127,600</u>
Total	\$1,024,300	\$524,300	\$1,548,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital-improvement related construction spending at airports in Nebraska typically produces the following impacts:

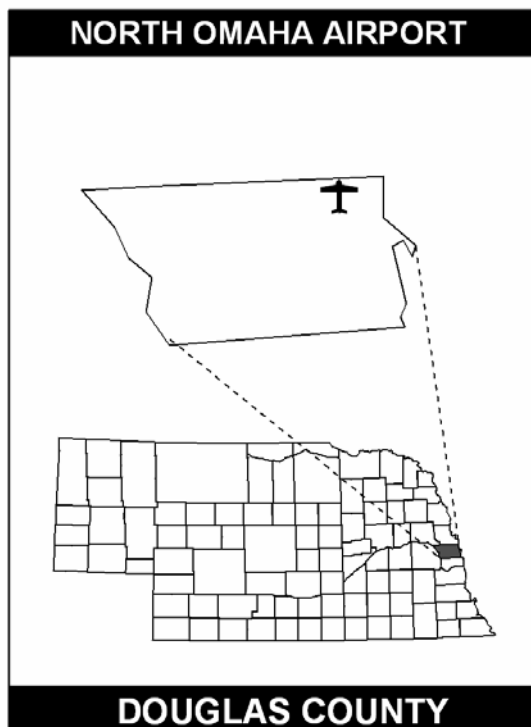
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

North Omaha Airport is located 7 miles northwest of Omaha, Nebraska, in Douglas County. Omaha has a population of 386,742. The 100-acre airport opened in 1944. The primary runway, Runway 17/35, is a concrete runway measuring 2,480 feet in length and 40 feet in width. Major employers in the region include Offutt Air Force Base (55th Wing), Alegend Health, Omaha Public Schools, First Data Corporation, Methodist Health System, Mutual of Omaha Companies, Nebraska Health System, Odyssey Staffing, Inc., Staff Mid-America, and West Corporation. Local attractions include the Black Americana Museum, Great Plains Black History Museum, Mormon Pioneer Monument and Cemetery, Omaha Botanical Gardens, Omaha Magic Theater, Red Barn Opry Showhouse, U.S.S. Hazard & U.S.S. Marlin Freedom Park, Omaha Henry Doorly Zoo, and The Old Market.

The airport with 58 based aircraft, experiences approximately 12,250 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported 11 employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$765,500 annually. The estimated direct annual payroll of these tenants is \$271,400. Operational data indicated that approximately 680 visitors used the airport. Visitor-related spending supported one additional job. Indirect output from general aviation visitors is estimated at \$36,800.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as

they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to North Omaha Airport was approximately \$1.2 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 21.5 full-time equivalent jobs with a total annual payroll (first round and secondary) of approximately \$440,900 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, North Omaha Airport offers several services to the community. The airport welcomes many recreational aircraft in addition to some corporate activity. The airport is home to an aerial applicator, an aircraft upholstery shop, and an aerial photographer. There are also aerobatic aircraft based at the airport. In the past, the airport has accommodated flight training and charter activity. Currently, the City of Omaha bases six police helicopters at the airport. Additionally, Immanuel Hospital uses the airport for patient transport. Nebraska Furniture Mart is a primary corporate user of the airport. The airport also has three residential apartments.

Summary

On an annual basis, North Omaha Airport currently provides the following total benefits:

Omaha-North			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	11	8	19
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	12	8.5	21.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$271,400	\$132,700	\$404,100
GA Visitors	<u>\$23,400</u>	<u>\$13,400</u>	<u>\$36,800</u>
Total	\$294,800	\$146,100	\$440,900
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$765,500	\$375,800	\$1,141,300
GA Visitors	<u>\$36,800</u>	<u>\$22,300</u>	<u>\$59,100</u>
Total	\$802,300	\$398,100	\$1,200,400

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

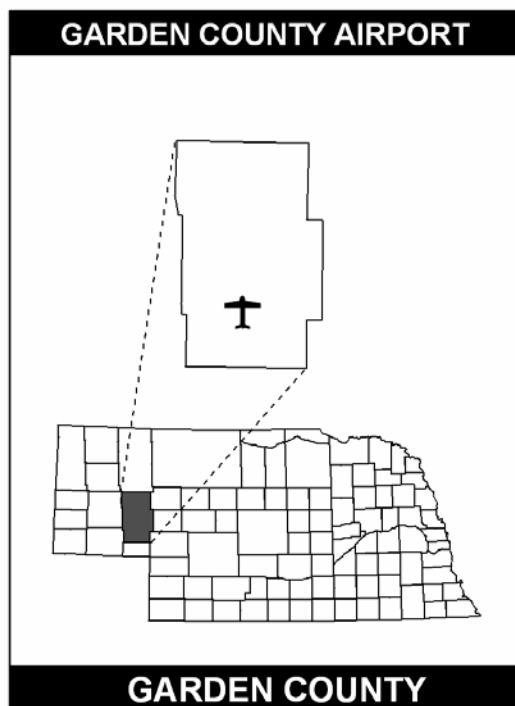
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Garden County Airport is located one mile southwest of Oshkosh, Nebraska, in Garden County. Oshkosh has a population of 848. The 172-acre airport opened in 1958. The primary runway, Runway 12/30, is a concrete surface measuring 3,701 feet in length and 50 feet in width. Cabela's operates a merchandise return facility in the city, and is Oshkosh's largest employer. Local attractions include the Historical Society of Garden County.

The airport, with 15 based aircraft, experiences approximately 5,820 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via

the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were two aviation-related tenants on the airport, including airport management, who supported one full-time equivalent employee. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$187,100 annually. The estimated direct annual payroll of these tenants is \$28,200. Operational data indicated that approximately 1,252 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$43,400 annually. Indirect output from general aviation visitors is estimated at \$67,600.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Garden County Airport was approximately \$384,200. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately six persons, with a total annual payroll (first round and secondary) of approximately \$107,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Garden County Airport offers several services to the local community. The airport welcomes many recreational flights, as well as a number of corporate aircraft such as those belonging to Buggy Pole Ranch and Grace Land & Cattle. The airport is home to an aerial application service, which operates on the field during the growing season. The airport occasionally accommodates various emergency agencies, such as law enforcement and firefighting activities. Additionally, the airport is important to the local community in terms of access to the region's health care system, by accommodating both arriving physicians and medical evacuation flights.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Garden County Hospital uses the airport on average 48 times a year to bring doctors and specialists to the hospital to conduct clinics. These doctors fly in from Denver, Fort Collins, and Scottsbluff. In addition, the hospital uses aircraft 65 times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Garden County Airport currently provides the following total benefits:

Garden County Airport			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	1	2
GA Visitors	<u>3</u>	<u>1</u>	<u>4</u>
Total	4	2	6
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$28,200	\$11,100	\$39,300
GA Visitors	<u>\$43,400</u>	<u>\$24,800</u>	<u>\$68,200</u>
Total	\$71,600	\$35,900	\$107,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$187,100	\$88,400	\$275,500
GA Visitors	<u>\$67,600</u>	<u>\$41,100</u>	<u>\$108,700</u>
Total	\$254,700	\$129,500	\$384,200

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following benefits:

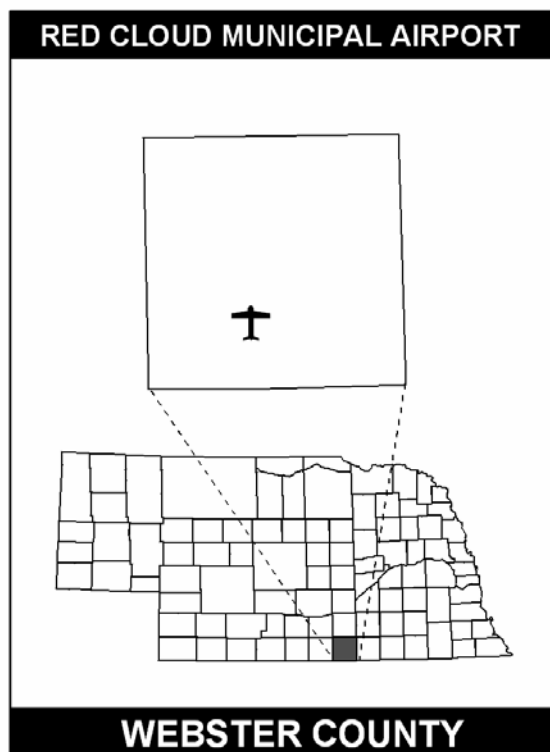
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Red Cloud Municipal Airport is located one mile west of Red Cloud, Nebraska, in Webster County. Red Cloud has a population of 1099. The 164-acre airport opened in 1965. The primary runway, Runway 15/33, is a concrete runway measuring 3,700 feet in length and 60 feet in width. Major employers in the community include Webster County Hospital, City of Red Cloud, and Gottsch Feedyard. Local attractions include the Webster County Historical Museum.

The airport, with 10 based aircraft, experiences approximately 1,910 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Red Cloud Municipal Airport was approximately \$11,800. Total first round full-time employment related general aviation visitors is estimated at one person with a total first round payroll of approximately \$6,700 annually. Survey data indicated that approximately 218 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Red Cloud Municipal Airport was approximately \$19,000. Total employment related to general aviation visitors, including all secondary impacts, is estimated at approximately 1.5 full-time equivalent jobs, with a total annual payroll (first round and secondary) of approximately \$10,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Red Cloud Municipal Airport provides a number of benefits to the local community. The airport is primarily a recreational facility, giving local pilots and a small number of visitors a location to use their aircraft. The airport also sees a small amount of corporate traffic each year. The airport is occasionally used for other types of operations, such as for aerial property inspection or photography and flight training. The airport is also important to the local community in terms of providing access to the region's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated Webster County Community Hospital uses the airport for emergency patient transfer via air ambulance.

Summary

On an annual basis, Red Cloud Municipal Airport currently provides the following total benefits:

Red Cloud Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	1	0.5	1.5
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$6,700</u>	<u>\$3,800</u>	<u>\$10,500</u>
Total	\$6,700	\$3,800	\$10,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$11,800</u>	<u>\$7,200</u>	<u>\$19,000</u>
Total	\$11,800	\$7,200	\$19,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

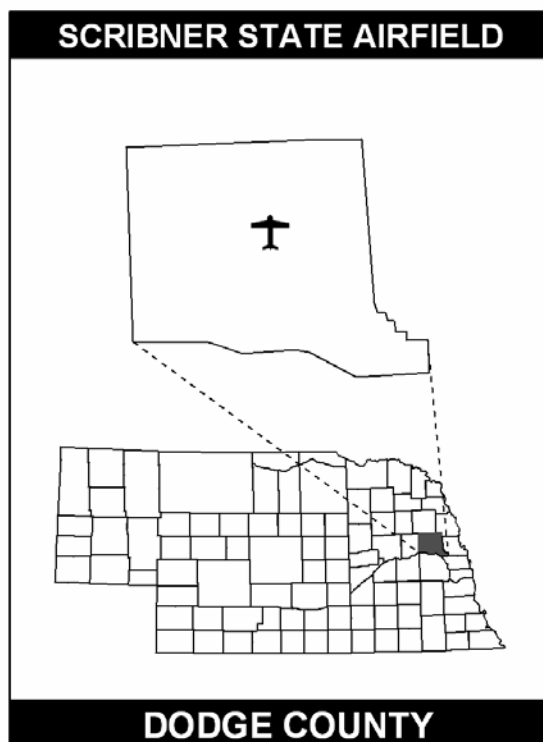
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Scribner State Airfield is located three miles southeast of Scribner, Nebraska, in Dodge County. Scribner has a population of 917. The 789-acre airport opened in 1946. The primary runway, Runway 17/35, is a concrete surface measuring 4,200 feet in length and 75 feet in width. Local attractions include the Dead Timber State Recreation Area.

The airport, with 19 based aircraft, experiences approximately 2,600 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts).

Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, the airport's management was the only aviation-related tenant on the airport, and supported one employee. This tenant's direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$183,200 annually. The estimated direct annual payroll of these tenants is \$30,200. Operational data indicated that approximately 272 visitors used the airport. Visitor-related spending supported an additional full-time job for an employee earning over \$10,000 annually. Indirect output from general aviation visitors is estimated at \$14,700.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to

Scribner State Airfield was approximately \$262,100. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately three persons, with a total annual payroll (first round and secondary) of approximately \$55,000 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Scribner State Airfield provides a number of services to the local community. The airport welcomes many recreational flights in addition to corporate aircraft, such as that belonging to Smeal. Scribner State Airfield occasionally serves as a gateway for recreational visitors. The airport frequently sees activity from aerial applicators during the growing season. Aerial surveying is another frequent activity that occurs at the facility. The airport is important to the local community in terms of providing emergency access to the State's health care system.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated St. Francis Memorial Hospital, in West Point, uses the airport on average 12 times per year for emergency patient transfer via air ambulance.

Summary

On an annual basis, Scribner State Airfield currently provides the following total benefits:

Scribner State			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	1	0.5	1.5
GA Visitors	<u>1</u>	<u>0.5</u>	<u>1.5</u>
Total	2	1	3
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$30,200	\$9,100	\$39,300
GA Visitors	<u>\$10,000</u>	<u>\$5,700</u>	<u>\$15,700</u>
Total	\$40,200	\$14,800	\$55,000
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$183,200	\$55,300	\$238,500
GA Visitors	<u>\$14,700</u>	<u>\$8,900</u>	<u>\$23,600</u>
Total	\$197,900	\$64,200	\$262,100

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at Nebraska's airports typically produces the following impacts:

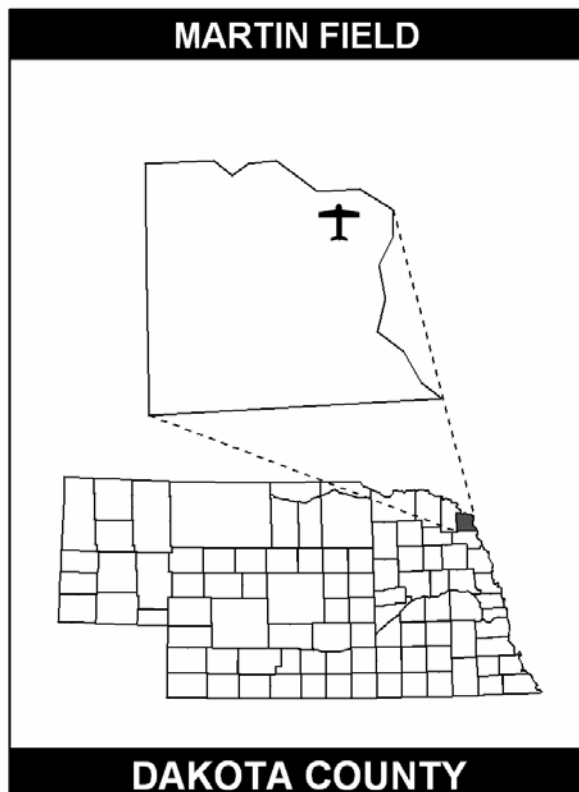
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Martin Field is located three miles southwest of South Sioux City, Nebraska, in Dakota County. South Sioux City has a population of 11,749. The 175-acre airport opened in 1959. The primary runway, Runway 14/32, is an asphalt surface measuring 3,323 feet by 50 feet wide. Major employers in the community include Tyson/IBP, B.P.I. Inc., Great West Casualty Insurance, Sioux City Foundry, Gerkin Windows & Doors, Sara Lee Bakery Group/Metz Baking, and Broyhill. Local attractions include the Orpheum Theater, Lewis and Clark Interpretive Center, Sioux City Art Center, Sioux City Symphony, and the Belle of Sioux City Casino.

The airport with 30 based aircraft, experiences approximately 24,400 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there was one aviation-related tenant located on the airport. This tenant functions as the FBO and as airport management for the airport sponsor. In order to preserve tenant confidentiality, total tenant and visitor impacts have been combined. This tenant's direct employment, payroll, and output impacts were derived from survey data. For 2002, the total combined first round output stemming from all on-airport tenants and general aviation visitors to Martin Field was approximately \$2.36 million. Total first round full-time employment related to airport tenants and general aviation visitors is estimated at 11 persons with a total first round payroll of approximately \$194,400 annually. Survey data indicated that approximately 3,757 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts

calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Martin Field was approximately \$3.58 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 14 persons with a total annual payroll (first round and secondary) of approximately \$287,800 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Martin Field offers several services to the community. The airport supports many recreational aircraft, as well as a small amount of corporate activity. The airport's Fixed Base Operator (FBO) provides aircraft maintenance, flight instruction, fuel, and aircraft storage. The FBO also provides air taxi and aerial application services. The FBO's flight instruction prepares pilots through instrument training, and also provides glider instruction. There is also an aerial photography service available.

The airport is active in the local community, with a 60-member Experimental Aircraft Association (EAA) chapter, an EAA Young Eagles program, and pancake breakfast fly-ins for charity. The FBO also offers introductory flight lessons for children. Law enforcement from the community uses the airport for operations and training.

The Nebraska Forest Service uses Martin Field to store fire retardant in the event of a wildfire in

the airport's environs. Sioux Air, based on the airport, is the designated fire retardant applicator during such an event.

Summary

On an annual basis, Martin Field currently provides the following total benefits:

Martin Field			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	3	1	4
GA Visitors	<u>8</u>	<u>2</u>	<u>10</u>
Total	11	3	14
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$194,400	\$93,400	\$287,800
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	***	***	***
GA Visitors	***	***	***
Total	\$2,359,600	\$1,227,900	\$3,587,500

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

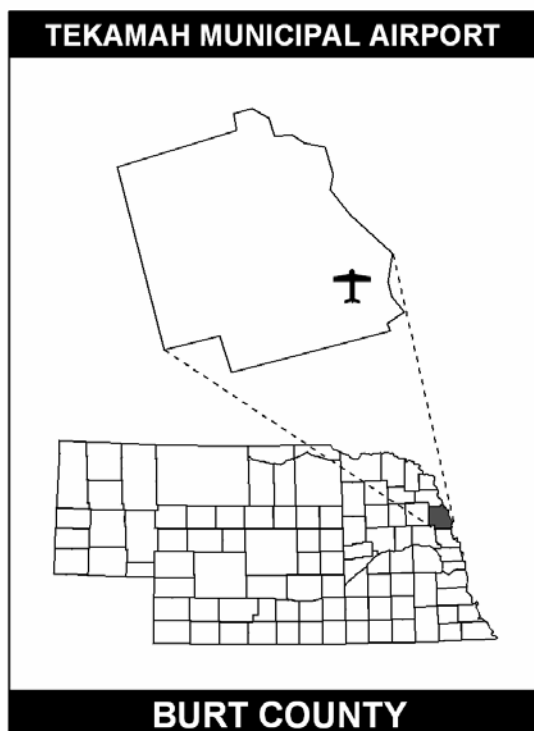
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Tekamah Municipal Airport is located two miles southeast of Tekamah, Nebraska, in Burt County. Tekamah has a population of 1,932. Basic economic activities of Tekamah, the county seat, include: farming, livestock feeding, retailing, light manufacturing, and agribusiness sales and services. More than 60 retail businesses and three wholesale businesses provide a variety of goods and services for the community. Local attractions include the Burt County Museum.

The airport, with 18 based aircraft, experiences approximately 27,020 aircraft operations annually. The 277-acre airport opened in 1968. The primary runway, Runway 14/32, is constructed of concrete measuring 4,002 feet in length and 75 feet in width.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round

economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were four aviation-related tenants on the airport, including airport management, who supported five employees. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.33 million annually. The estimated direct annual payroll of these tenants is \$74,100. Operational data indicated that approximately 4,360 visitors used the airport. Visitor-related spending supported an additional nine full-time jobs for employees earning over \$148,600 annually. Indirect output from general aviation visitors is estimated at \$235,200.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from all on-

airport tenants and general aviation visitors to Tekamah Municipal Airport was approximately \$2.38 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 20 persons, with a total annual payroll (first round and secondary) of approximately \$345,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Tekamah Municipal Airport offers several services to the community. The airport supports many recreational aircraft in addition to corporate aircraft. The airport's Fixed Base Operator (FBO) offers aircraft maintenance and fuel. The FBO experiences a number of fly-in maintenance customers. The airport is also the base for an aerial applicator company that serves the surrounding farming community.

The airport serves Burt County by providing facilities for rangeland firefighting and for refueling of SkyMeds air ambulance aircraft. An independent flight instructor offers training from the airport, and the facility also provides transient flight students from Omaha with a location for practice. The airport helps the local economy by providing a gateway for visiting corporate traffic. Parts delivery services and visits by corporate leaders are a benefit for many of the area's businesses.

Tekamah Municipal Airport participates in several community activities, such as school visits and occasional aerial applicator inspection and checks.

A survey of over 100 hospitals in Nebraska gathered data to obtain information relating to how often hospitals use airports in Nebraska to bring specialists from out of the area, as well as how often airports are used for patient transfer. Survey data indicated the hospital uses aircraft

17 times per year for emergency patient transfer via air ambulance

Summary

On an annual basis, Tekamah Municipal Airport currently provides the following total benefits:

Tekamah			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	5	3	8
GA Visitors	<u>9</u>	<u>3</u>	<u>12</u>
Total	14	6	20
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$74,100	\$37,900	\$112,000
GA Visitors	<u>\$148,600</u>	<u>\$84,900</u>	<u>\$233,500</u>
Total	\$222,700	\$122,800	\$345,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$1,332,900	\$668,700	\$2,001,600
GA Visitors	<u>\$235,200</u>	<u>\$142,800</u>	<u>\$378,000</u>
Total	\$1,568,100	\$811,500	\$2,379,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

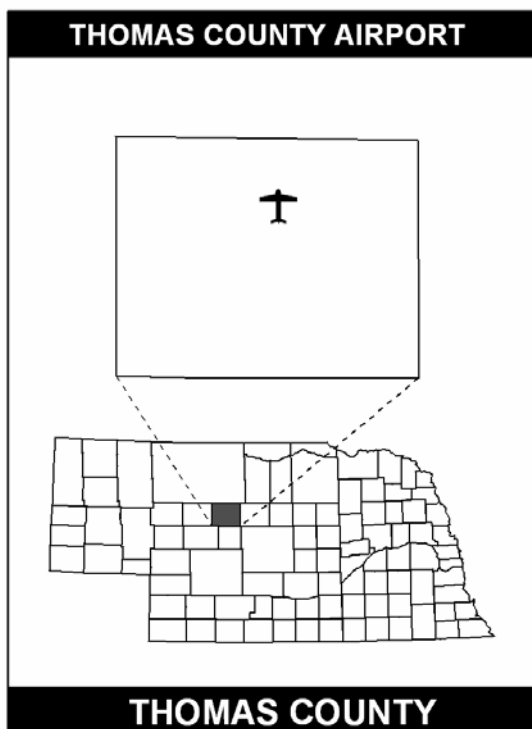
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Thomas County Airport is located one mile south of Thedford, Nebraska, in Thomas County. Thedford has a population of 231. The 591-acre airport opened in 1998. The primary runway, Runway 11/29, is an asphalt runway measuring 3,600 feet in length and 50 feet in width.

The airport, with three based aircraft, experiences approximately 6,250 aircraft operations annually.

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional

spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Thedford Municipal Airport was approximately \$7,700. Total first round employment related to general aviation visitors is estimated at one part-time job with a total first round payroll of approximately \$1,700 annually. Survey data indicated that approximately 54 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Thedford Municipal Airport was approximately \$11,000. Total employment related to general aviation visitors, including all secondary impacts, is estimated at approximately one full-time equivalent job, with a total annual payroll (first

round and secondary) of approximately \$2,700 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Thedford Municipal Airport provides a number of services to the local community. The airport welcomes many recreational flights in addition to a small number of corporate aircraft, such as those belonging to Sandhill Oil, Midwest Partitions, Circle 4 Fertilizer, and Pearson's Insurance. The airport occasionally sees other types of aviation-related activity, such as aerial livestock, property and utility inspection and photography, aerial application services, and search and rescue. The airport occasionally assists emergency services by accommodating firefighting activities. The airport is also important to the community in terms of providing access to the State's health care system. Physician and emergency medical evacuation flights occur at the airport from time to time.

Summary

On an annual basis, Thedford Municipal Airport currently provides the following total benefits:

Thomas Co.			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>0.5</u>	<u>0.5</u>	<u>1</u>
Total	0.5	0.5	1
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$1,700</u>	<u>\$1,000</u>	<u>\$2,700</u>
Total	\$1,700	\$1,000	\$2,700
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$4,800	\$1,500	\$6,300
GA Visitors	<u>\$2,900</u>	<u>\$1,800</u>	<u>\$4,700</u>
Total	\$7,700	\$3,300	\$11,000

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produces the following impacts:

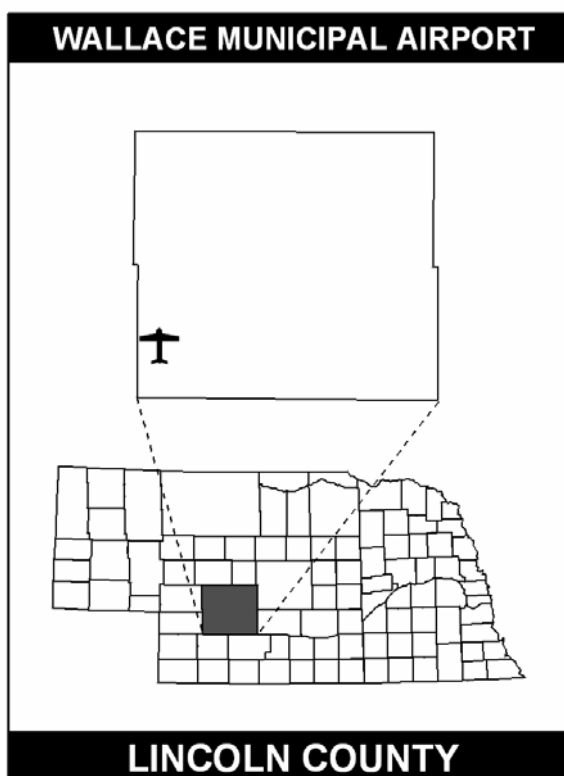
Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

Airport Location

Wallace Municipal Airport is located one mile south of Wallace, Nebraska, in Lincoln County. Wallace has a population of 310. The 89-acre airport opened in 1951. The primary runway, Runway 13/31, is an asphalt surface measuring 2,800 feet in length and 50 feet in width.

The airport, with nine based aircraft, experiences approximately 28,149 aircraft operations annually.



Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts).

Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. The secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 2002, there were no aviation-related tenants located on the airport. In addition, the airport sponsor had no employees involved in airport management or maintenance. For 2002, the total combined first round output stemming from airport sponsor expenditures and general aviation visitors to Wallace Municipal Airport was approximately \$339,600. Total first round full-time employment related general aviation visitors is estimated at 13 persons with a total first round payroll of approximately \$215,400 annually. Survey data indicated that approximately 6,289 visitors used the airport in 2002.

Secondary Impact

The first round impacts associated with the airport also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 2002 first round, secondary, and total impacts for output, payroll, and employment as they relate to the airport.

Total Impact

For 2002, the total output (including first round and secondary impacts) stemming from airport activity and general aviation visitors to Wallace Municipal Airport was approximately \$545,800.

Total full-time employment related to general aviation visitors, including all secondary impacts, is estimated at approximately 17 persons, with a total annual payroll (first round and secondary) of approximately \$338,500 associated with these jobs.

Other Benefits

In addition to the economic benefits described above, Wallace Municipal Airport provides several services to the local community. The airport welcomes many recreational flights in addition to a number of corporate aircraft. The airport serves other types of aviation-related activities, such as aerial crop application, aerial property and livestock inspection and surveying, flight instruction exercises, and military training. The airport is important to the local community in terms of emergency services. The facility is sometimes used for police and firefighting exercises. The airport also provides an access point for the State's health care system, by accommodating doctors' and medical evacuation flights.

Summary

On an annual basis, Wallace Municipal Airport currently provides the following total benefits:

Wallace Municipal			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	0	0	0
GA Visitors	<u>13</u>	<u>4</u>	<u>17</u>
Total	13	4	17
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$215,400</u>	<u>\$123,100</u>	<u>\$338,500</u>
Total	\$215,400	\$123,100	\$338,500
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$0	\$0	\$0
GA Visitors	<u>\$339,600</u>	<u>\$206,200</u>	<u>\$545,800</u>
Total	\$339,600	\$206,200	\$545,800

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital-improvement related construction spending at airports in Nebraska typically produces the following impacts:

Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers

AIRPORT-SPECIFIC NARRATIVES

Limited Airports

Airport Location

Nebraska's system of public-use airports include 25 small general aviation airport facilities that are limited in the scope of services they each provide. In this study, these airports are termed "GA-Limited" airports. A list of these facilities and the city associated with each is shown in the table below. Typically, these airports are located in rural areas, away from the State's major commercial centers. These airports are scattered throughout the State, serving smaller communities and areas that are somewhat distant from larger airports.

Associated City	Airport Name
Alma	Alma Municipal Airport
Arapahoe	Arapahoe Municipal Airport
Arthur	Arthur Municipal Airport
Bassett	Rock County Airport
Bloomfield	Bloomfield Municipal Airport
Burwell	Cram Field
Chambers	Perkins Memorial Airport
Chappell	Billy G Ray Field
Genoa	Genoa Municipal Airport
Gothenburg	Quinn Field
Greeley	Greeley Municipal Airport
Harrison	Harrison Sky Ranch
Harvard	Harvard State Airfield
Hay Springs	Hay Springs Municipal Airport
Mullen	Hooker County Airport
Pawnee City	Pawnee City Municipal Airport
Pender	Pender Municipal Airport
Rushville	Modisett Field
Sargent	Sargent Municipal Airport
Springview	Springview Municipal Airport
Stromsburg	Stromsburg Municipal Airport
Tecumseh	Tecumseh Municipal Airport
Trenton	Trenton Municipal Airport
Utica	Flying "V" Airport
Wilber	Wilber Municipal Airport

Economic Impact

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities

(direct impacts) account for a significant portion of an airport's first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State's system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

First Round Impact

In 1999, there were 30 aviation-related tenants (including airport management) on all of Nebraska's GA-Limited airports who supported 17 employees combined. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$2.08 million annually. The estimated direct annual payroll of these tenants is \$362,000. Operational data indicated that approximately 7,164 visitors used these 25 airports in 2002. This visitor-related output (indirect impacts) supported an additional 15 full-time jobs for employees earning \$245,500 annually. Indirect output from general aviation visitors is estimated at \$387,000.

Secondary Impact

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 1999 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

Total Impact

For 1999, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Nebraska's GA-Limited airports was approximately \$3.70 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 46 persons, with a total annual payroll (direct and secondary) of approximately \$898,600 associated with these jobs.

Other Benefits

Airports in the GA-Limited category typically offer a number of benefits to the local communities they serve, but on a smaller scale. Most of these airports will cater almost exclusively to recreational flyers, whether local hobbyist pilots or transient pilots that might stop over for fuel and food. These types of airports may infrequently serve small corporate aircraft for businesses in the community, including farms and ranches. Many of these GA-Limited airports, especially in Nebraska, also serve as bases for aerial applicators. Some of the airports in this category provide access points for medical evacuation or for doctors flying in for procedures. Airports of this type occasionally accommodate law enforcement activities such as surveillance or training exercises. These airports often will take part in local events such as county fairs, or will provide space for the town's activities.

Summary

On an annual basis, Nebraska's GA-Limited airports currently provide the following total benefits:

Other Airports			
EMPLOYMENT			
	First Round	Secondary	Total
On-Airport Activity	17	10	27
GA Visitors	<u>15</u>	<u>4</u>	<u>19</u>
Total	32	14	46
PAYROLL			
	First Round	Secondary	Total
On-Airport Activity	\$362,000	\$150,800	\$512,800
GA Visitors	<u>\$245,500</u>	<u>\$140,300</u>	<u>\$385,800</u>
Total	\$607,500	\$291,100	\$898,600
OUTPUT			
	First Round	Secondary	Total
On-Airport Activity	\$2,081,100	\$994,500	\$3,075,600
GA Visitors	<u>\$387,000</u>	<u>\$235,000</u>	<u>\$622,000</u>
Total	\$2,468,100	\$1,229,500	\$3,697,600

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year's time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

Construction Impacts - Per \$100,000 in CIP Spending			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers